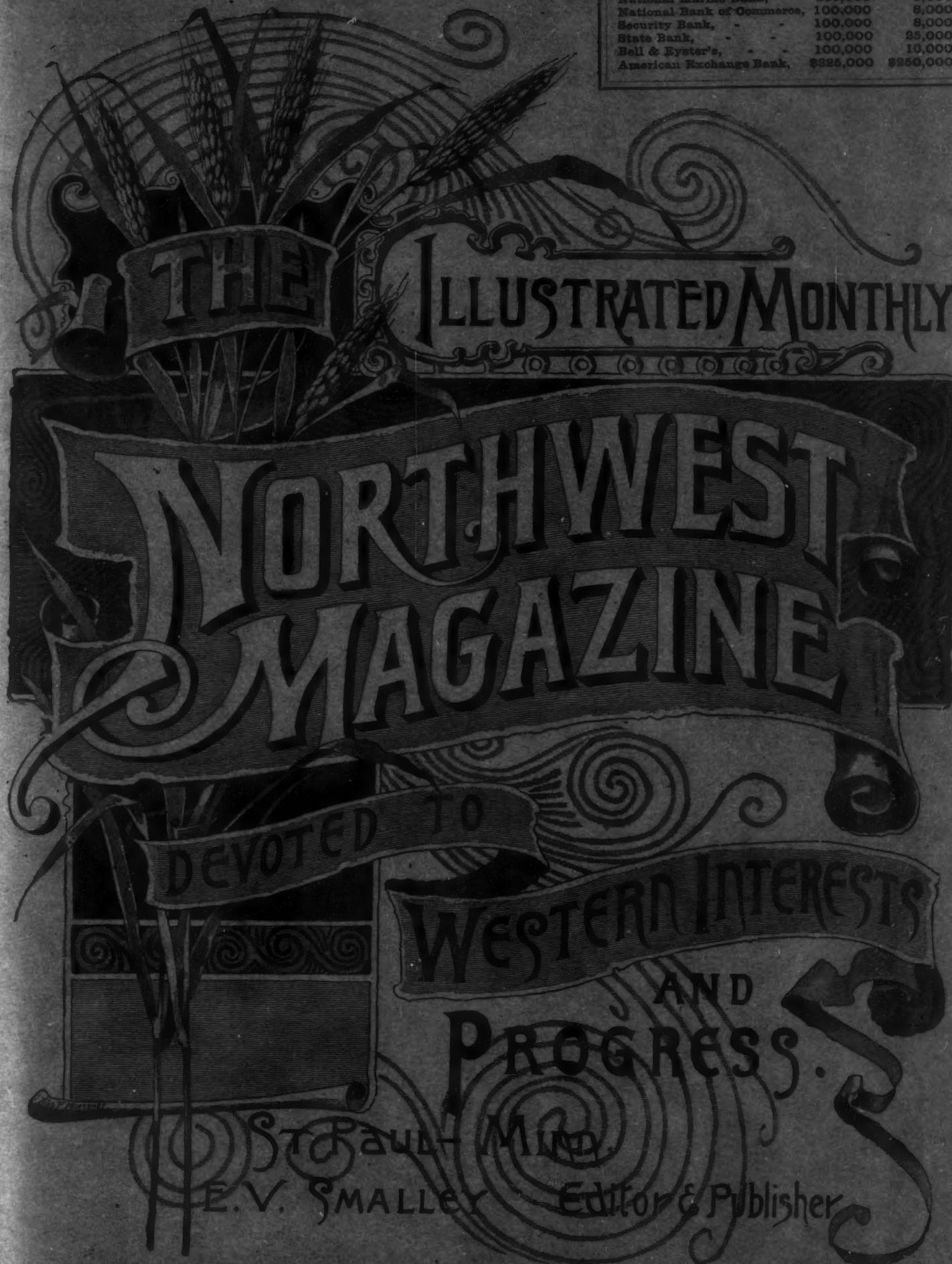


VOL. VIII. NO. 11. NOVEMBER, 1890.

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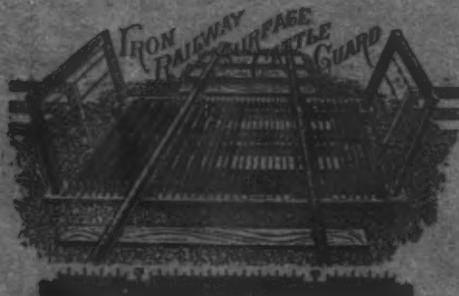
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Statement of Business, August 31, 1890. (Condensed.)

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Overdue Debts Secured.....	12,114
" " Unsecured.....	22,354
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LIABILITIES.

Capital Stock.....	\$1,000,000
Rest.....	400,000
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Deposits.....	3,090,196
Circulation.....	695,986
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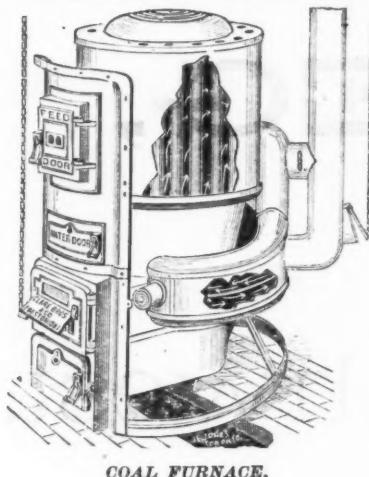
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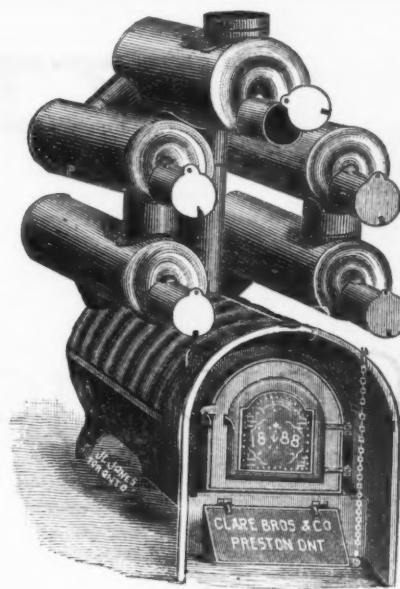
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THE NORTHWEST

Illustrated Monthly Magazine

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VOL. VIII.—No. 11.

ST. PAUL NOVEMBER, 1890.

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A VOYAGE TO ALASKA.

At four o'clock on the morning of August 1st, we steamed out of the harbor at Tacoma, Wash., upon the steamer "Queen of the Pacific," which is a new, fast and elegantly fitted steamer with all modern improvements, electric lights, etc.—Jas. Carroll, commander, George Harrison, first officer. We had come on board the night before, so that our early morning nap might not be disturbed, and we so quietly left the town behind us that our first realization of the coming day is that we are nearing Seattle, which we reach about six o'clock. We have visited and seen the wonders of this young and growing city before, and so do not now go on shore, but spend the morning in getting settled in our state-room, which we find a very pleasant one, and our seat at the table one of the most desirable, for all of which we feel grateful to our "acquaintance of note," who so kindly introduced us the evening before to the powers that be. Our acquaintance, having just returned from this trip upon this same steamer, knew just how to start us on our way in the best possible manner for our comfort and happiness. So we spent this first morning in going about talking with those we knew. We have left Seattle at nine o'clock and finally succumb to the dreariness of the water and take a nap, from which we are aroused by the lunch gong, and find ourselves nearing Port Townsend. After lunch we go on shore and see as much of the place as we can in the hour spent here. Friends from Colorado join us at this place, and we are soon steaming merrily on our way, leaving the "Gate City of the Sound," the last American port touched before entering British waters, far behind.

The hazy, dreamy feeling comes over us, that I fancy comes to all sea voyagers, the feeling that we have so much time for everything. We are to have two weeks or more of this life, so our letter-writing, reading, fancy work and all can wait until by and by. Later on, we find so much of interest on this trip, and such fine scenery to look at, that we have no inclination to do anything but devote ourselves to what each day brings. We have our steamer chairs taken up to the hurricane deck, find a sunny nook sheltered from the wind, and talk and idly dream, and this is the beginning of it all—twelve days of such novelty and delight, that—may our memory be kept ever bright. The day wears away as we watch the beautiful island and mountain scenery, and at six we are coming into the dainty, land-locked bay which reaches in from the Strait of Juan de Fuca to the beautiful, calm city

of Victoria. We drive about this pleasant little city of 18,000 people with its pretty English gardens of brilliant-hued flowers of tropical luxuriance, its substantial blocks, Government buildings, and homes, with the charm of snow-capped mountains beyond, and the perfect climate! Then out to Esquimalt, a British naval station five miles from Victoria. Here we row out to a man-of-war, a beautiful boat, but it being after the hours that they admit visitors, we are obliged to content ourselves with rowing around it; however, we can hear the band, that is playing away in a spirited manner on deck, and we can see the

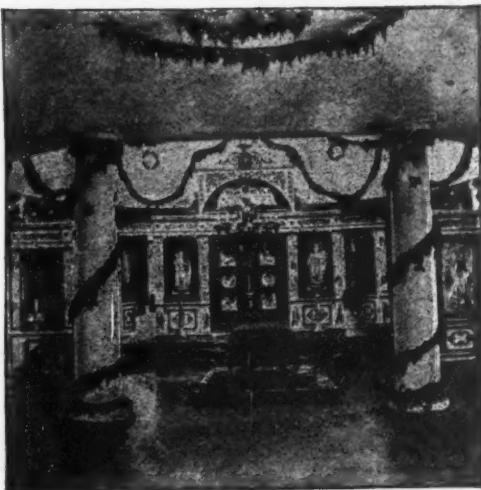


GREEK CHURCH, SITKA, ALASKA.

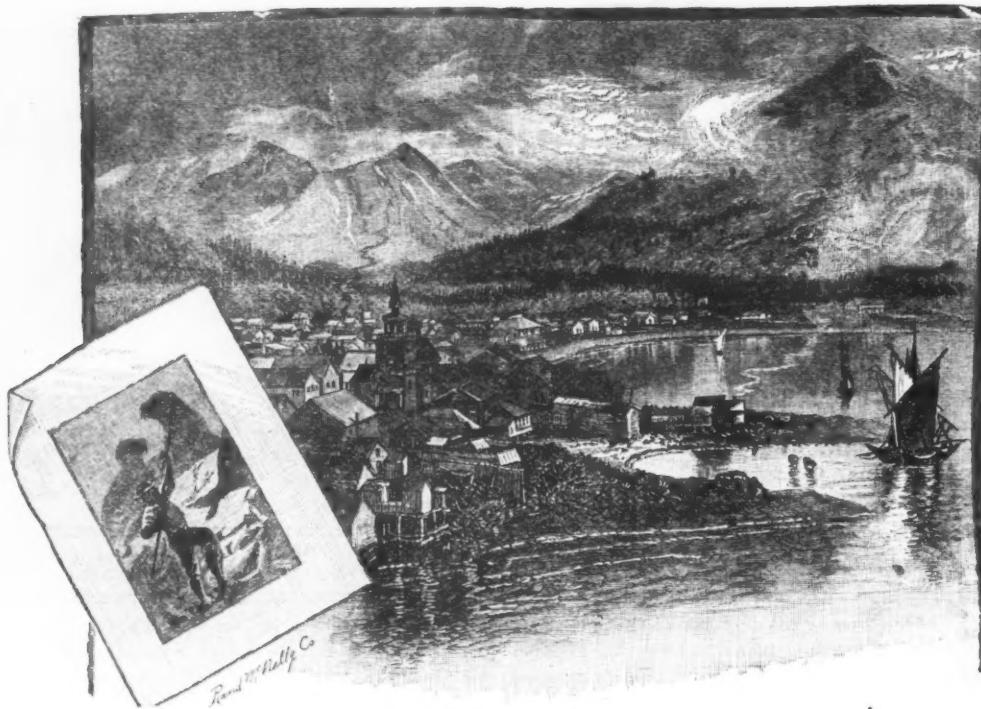
sailors going through their drill. When we get back to the steamer it is nearly ten o'clock, but hardly dark. The ship is brilliantly lighted, and all is rush and merriment, the crew getting on supplies, the passengers chatting with each other, each showing what prize they had found in Victoria, in the way of Indian curios, etc. At a late hour we retire, and sleep a sound, good sleep until the gong sounds at 7:30 next morning, not even waking for the coffee and toast at six. It is a bright, charming morning, and as the last passengers have come on at Victoria, and the last supplies have been taken, we are now fairly started on our way to Alaska, the place which has always been in our minds shrouded in so much mystery and so little known about. All day the scenery gets more grand and beautiful as we go in and out among the islands, all rocky-coasted, with the snow-peaked and seamed mountains beyond, and the sky—there could

be nothing more lovely! The day is a perfect one, and the ohs! and ahs! of the passengers strew the deck with exclamation points, as they bury their heads in the grayish blue maps that show the course we are taking. The beautiful scenery of the lower end of the Gulf of Georgia fitly introduces one to the beauties of the inland passage which winds for nearly a thousand miles between the islands which fringe this Northwest coast. As Mrs. Scidmore aptly says: "If Claude Melnotte had wanted to paint a fairer picture to his lady, he should have told Pauline of this glorious Northwest coast, fringed with islands, sealed with fathomless channels of clear, green sea-water, and basking in the soft, mellow radiance of this Summer sunshine." The scenery gains much by being seen through so soft an atmosphere. The calmness of the air, the glisten of the sea around, and the range of green and russet hills, misty, purple mountains, and snowy summits on the faint horizon, give a dream-like character to all one's thoughts. A member of the Canadian Parliament, in speaking of this coast country, called it the "sea of mountains," and "the channels of the ocean through which one winds for days, are but as endless valleys and steep canons between the peaks and ranges that rise abruptly from the water's edge." From the head of Puget Sound to the mouth of the Chilcat River, there are 732 miles of latitude, and the trend of the coast and the ship's windings between and around the islands make it an actual voyage of more than a thousand miles on inland waters.

On the afternoon of this, our second day out,



INTERIOR GREEK CHURCH, SITKA, ALASKA.



VIEW OF SITKA, ALASKA.

we are aroused from our dreaminess by the cry of "Whales!" and we find we are in a school of whales—our Colorado friend calls it an "academy." For an hour we watch the snorting monsters as they throw themselves about, spouting jets of water which remind us of small geysers which we saw in the Yellowstone Park, arching their black backs and fins above the surface, and then disappearing with perpendicular whisks of their huge tails. The first officer tells us they rarely, if ever, see so many together, and our New York Exchange passenger remarks, it is but the first of all the good luck we are to have on the voyage, and he is the mascot. In the many days of good fortune that succeed, we begin to think we really must have some good talisman on board, for there comes not one rainy or unpleasant day to mar this wonderfully pleasant

journey. After the whales we see many porpoises, which jump up and out of the water, seeming to enjoy themselves very much; one even runs a race with the steamer; the captain times him and finds he keeps with us over a mile. It is very funny to see him come up to the crest of the waves, give a jump out of the water, then dive down, only to come up again, and do the same thing over, keeping with us so far.

About six P. M. we enter Seymour Narrows. The tides rushing in and out of the Strait of Georgia dash through this rocky gorge at the rate of four and eight knots an hour on the turn, and the navigators time their sailing hours so as to reach this perilous place in daylight and at the flood tide. Even at that time the water boils in eddies and deep whirlpools. The scenery becomes grander than before, the snowy mountains

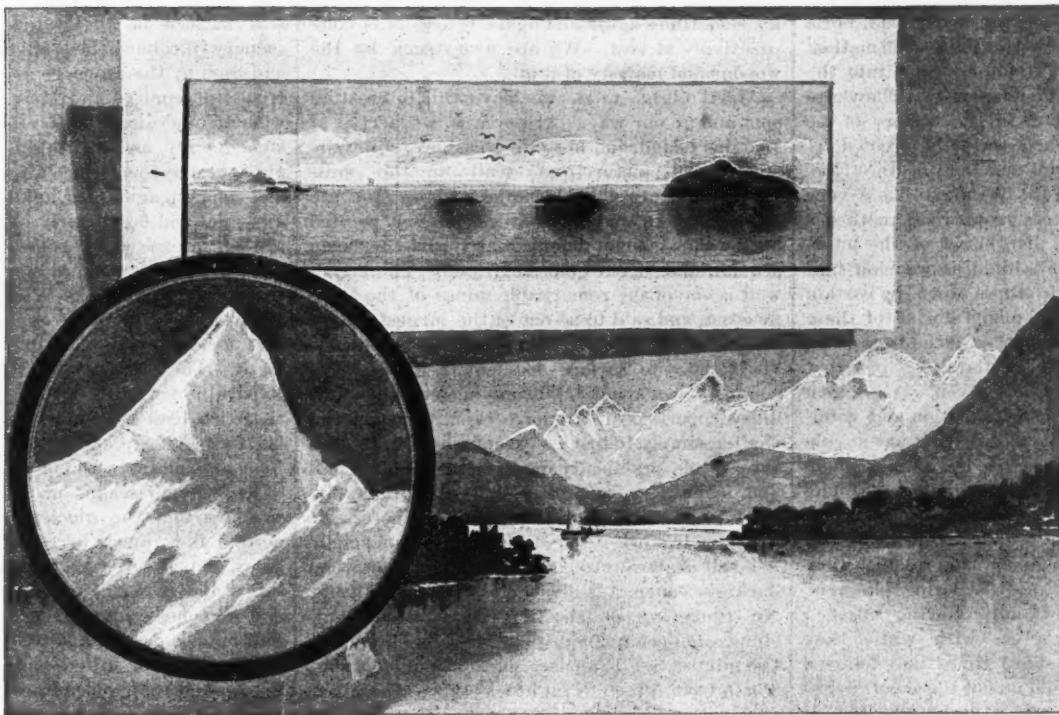
nearer to us, the passes very narrow. The captain walks up and down upon the bridge, and everyone crowds the forward part of the ship, where they can better see the narrow channel through which we are passing. When we come to Queen Charlotte Sound, which we enter next, we for the first time feel the swell and touch of the outer ocean, but it is very smooth, and all enjoy it, none having to succumb to what might have been their fate, had there been a high sea. The wind commences to blow, and we become chilled and go to our staterooms at a late hour, still leaving daylight in the sky. The next morning we awaken to the same bright weather; we remember it is Sunday, and think of the church bells that are ringing at home, and of the dear ones that are so many hundred miles away, in their own snug pews at the home church. We go on deck and see the grand high mountains, all snow capped, among which we will worship today, and we feel almost nearer the Great Eternal than in the bustling world on land. About ten A. M. we come to Millbank Sound, through which we again have a fine view of the broad Pacific. Then we come to Princess Royal Island, and down the sides of the rocky cliffs we see beautiful little water-falls;

the tiny, silvery threads coming down many hundreds of feet. All the afternoon follows the same grand scenery, with here and there the steamer coming so near to the mountain islands, many of them all of rocks, we feel as if we could almost put our hand upon them, and from some we hear the birds singing in the trees. At three o'clock we have divine service in the "social hall," that and the dining room being nearly full, most of the passengers being there (we have about 200 on board). The Rev. Dr. Putman, of Salt Lake City, reads the evening prayer of the Episcopal Church, and Rev. Mr. Stanton, of Albany, N. Y., gives a sermon on "The beautiful in this life and the life to come." In the evening, when we come to "Dixon Entrance," we again have a broad outlook into the ocean for some distance. The sunlight shines across the water and against the distant range of mountains, giving us a view of wonderful beauty. We are told by the captain that very soon we shall pass the line of the British possessions. So we go to sleep that night thinking in the morning we will awaken in our own dear land.

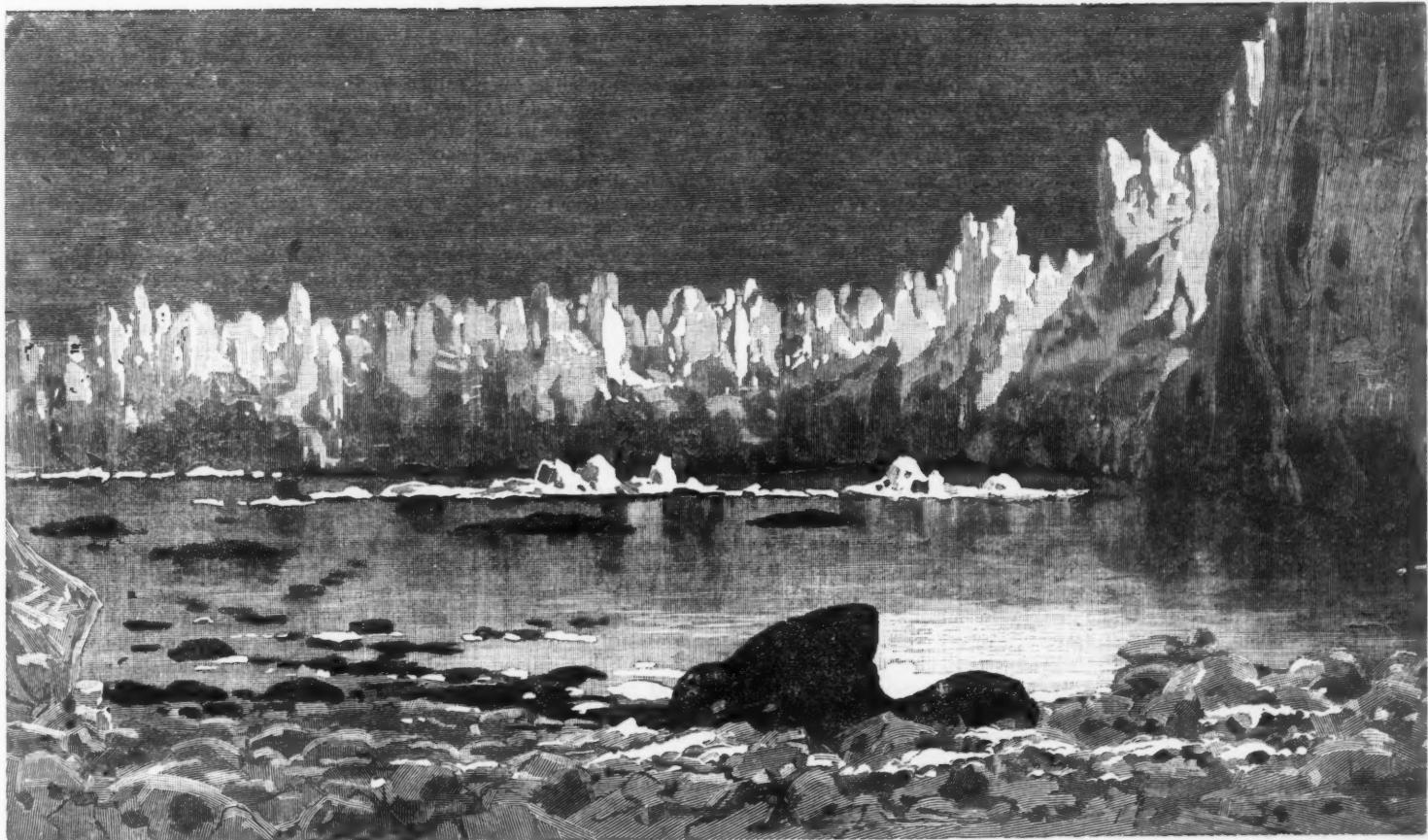
About ten o'clock next morning we arrive at Ft. Wrangle. The steamer will remain here several hours, so we go on shore ready to explore the little village. Here we find a church, a Government school, the mission home for girls having recently been burned. We find curio shops, at which we all make purchases of the Indians' work, and here we have our first near view of totem poles, which stand before many of the houses, and are tall cedar posts and poles, carved with faces of men and beasts, representing events in their genealogy and mythology. These tall totems are shrines and show places. The truth about the totems and their carvings are not well understood, but one writer brings to light the fact that "the Indians of Alaska are divided into five principal nations, which are segregated into tribes. These in turn are subdivided into families, each having a distinctive name and each member being provided with a totem, which is a



STEAMER IN ICE FIELD, ALASKA.



GATEWAY TO GLACIERS, ALASKA.—1. MILLBANK SOUND. 2. STICKEEN RANGE.



GLACIER BAY, MUIR GLACIER, ALASKA.

distinguishing badge representing the family, or the caste of its owner, and besides being erected by their homes and graves are often marked upon their canoes and clothing, and sometimes are worn as personal ornaments. Members of the same tribe or tribal family may intermarry, but not members of the same badge; as, a bear may marry into the salmon badge, but a bear may not marry a bear, a wolf a wolf, nor a crow a crow." So there seems to be some method in the totem system. The totems constitute the family bible of the particular family. They are also to record great events in the history of the man who erects them, and are only erected by the wealthy and powerful members of the tribe. One old chief's tomb at Ft. Wrangle has a very realistic whale on its moss-grown roof, another a bear, and one an otter. On many of the totem poles the chiefs are represented as wearing tall, conical hats, similar to those worn by certain classes in China, and the many stories of these hats piled one on top of another, some take as indicating the number of "potlatches," or great feasts, that the builder has given. A common Indian can raise himself to distinction and nobility by giving many feasts and setting up a pole to commemorate them. After he owns a totem pole he can aspire to greater eminence. The one is considered richest who gives most away, and at the great feasts, or potlatches, that accompany a house-warming or pole-raising, they nearly beggar themselves distributing blankets, calico and money as souvenirs, having satisfied pride to console themselves with while they struggle through the hard times that follow a potlatch. We witnessed one of these potlatches while at Sitka, which was a great novelty. It was given down on the beach in front of the Indian village, which is at one side of the town. Four canoes came sailing up the bay as one boat, decorated with the gayest streamers, each canoe containing thirty or forty Indians, arrayed in their paint, feathers and brightest attire, all chanting in a monotonous tone. After landing, they went through their dances, and after that they distributed to their comrades the money they had first collected from the spectators, then they tore up and distributed the bright calicoes and blankets with which their houses and canoes had been decorated.

At four o'clock in the afternoon our party stand back of the bridge and listen to the captain's quick commands as the steamer wends its perplexing way in and out among the islands of Wrangle Straits. By six P. M. we get our first view of the glaciers. We go up to the hurricane deck and sit in our steamer chairs, wrapped in our rugs, and watch these grand mountains of snow and ice; later, we watch the sunset, which we decide is the most beautiful we have ever seen, the smooth, glassy waters, with the golden sky, and the distant rugged range of mountains so sharply outlined against the sky. No words can paint the scene in Prince Frederick Sound, and here and there many whales come to the surface of the water, and we hear the great noise of their blowing and spouting. The passengers all come out on deck and congratulate each other that we are having such a happy, delightful voyage. At nine o'clock the great red sun drops into the water, and soon after we become chilled and go in for our evening lunch. Our first view upon looking out at four o'clock the next morning is of ice-bergs as they float majestically by our steamer, reminding one of so many pieces of beautiful white marble statuary. Soon the boat stops and we are in Takon Inlet with only a third of a mile between us and that grand beautiful glacier. It is nearly one mile across and from 200 to 250 feet high and extends far back among the mountains. The ice-bergs float upon the water all about us, and here the steamer takes

ice for the "round trip" from this ice-house of nature. It is an interesting sight to see the crew take in these great pieces of the glacier, some weighing nearly two tons. Every now and then we hear a loud report as of a cannon, and find it is caused by the falling ice-bergs. We watch them fall into the water, which is from 400 to 600 feet deep. The ice goes far down, then comes up, sometimes again and again before it is comparatively at rest. We are awe-struck by the wonder and majesty of it all.

About eight A. M. we leave this interesting spot and go our way. At ten A. M. we arrive at Douglas Island, and here we go ashore, climb the steep and picturesque trail to the mills of the Treadwell gold mine, where we are taken through and have all of interest pointed out by the superintendent, who proves to be an acquaintance of our Colorado friend. The Treadwell is one of the remarkable mines of the Pacific coast, and said to be one of the largest quartz ledges in the world. It is a gold bearing quartz visible at the surface 460 feet in width. The company own about 3,000 running feet upon this deposit, parts of which have been tunneled and shafted simply to test its extent, showing it to be, they think, practically inexhaustible. The mill and machinery cost over half a million dollars, and runs 240 stamps. The laborers do not have to work in the dark, underground channels; all is above ground; and in the season when darkness comes it is dispelled by electric lights. No timbering or shafting is required—it is simply an open quarry. The gold is shipped to the mint in San Francisco, in the form of bricks, worth from fifteen to eighteen thousand dollars each. Douglas Island is about eighteen miles long and ten in width, and this remarkable vein is believed to run the whole length, although not always visible at the surface.

From here we go across the river to Juneau, which is located 150 miles southeast of Sitka, and about 300 miles north of Ft. Wrangle, and is quite a mining centre. It has a population of about 10,000, has five lawyers, four doctors, several general stores, numerous curio shops, a hotel, a Presbyterian church, a Catholic church and two newspapers. The town is picturesquely located at the base of an abrupt mountain cliff, down the side of which come glistening cascades. It does not impress one as being a desirable place to live in, and we do not regret to be on our way again at ten o'clock the next morning. During the evening at Juneau we had the novelty of listening to what was advertised in big letters as "Native dances by the renowned dancers of the Thlinkit tribe of Alaska Indians, under the management of D. Martini, the Barnum of Alaska, and the celebrated Takon chief, Yash Noosh, head chief of one of the most warlike tribes of Alaska, but has succumbed to the influence of civilization. Admission, \$1.00; children, 50cts." Then followed quite a programme of war dances, peace dances, love dances, etc. There was a great deal of noise about the show, and many bright costumes.

The next day we had a delightful, dreamy, restful day, doing nothing, lying on deck in our steamer chairs, watching the grand scenery and idly dreaming. In the afternoon a little excitement occurs, in the way of one of the small boats being lowered and some supplies and three Indians, which we had taken aboard at Juneau, being put ashore at Chilcat, which is a salmon-canning place. We see near by many boats out with fishers. After a little time our boat comes back, is pulled up on deck, and we are again on our way. We spend the evening on the upper deck listening to sea-faring tales told by the first officer, which are very interesting.

At six A. M. Thursday, Aug. 7th, we are awakened by hurrying feet passing our door, and are told we are entering the ice-strewn

waters of Glacier Bay. Hastening out, we find nearly all the passengers, wrapt in all sorts of rugs and robes, as the early morning air is very cold, coming to us from so much ice. This bay is about thirty miles long by ten or twelve miles wide, and is called Glacier Bay from the number of glaciers which descend into it from the southern verge of the frozen region. The still surface of the water reflects the alpine scenery like burnished silver, only ruffled now and then by the icebergs separating and falling from the front of the Muir Glacier. They fall with an explosion like the blasting of rocks in a stone quarry, and we watch these great masses of ice rise to the surface after their first plunge, and come up again and again, until at last they are quiet and float slowly away. Many of them are of intense blue, some green, some white. Our ship moves along slowly in and out among the great ice-bergs. What a sight it all is! How we wish all our friends could be there to see, for no words can impart to another this sight. The captain takes the ship up in safety to within fifty yards of this grand Muir Glacier; there the lead is dropped and we find the water is 720 feet deep. Here we remain for a half hour to examine with our glasses this great wall of ice, which rises in some places 300 feet high. We are told the glacier is about three miles across; it is much in the form of a half circle. They get the little old cannon out and fire a salute and blow the ship's whistle, that echoes and re-echoes among the icebergs. When the half hour is passed, and we have seen great icebergs fall, and others rise, and have felt the great swell that comes from them, until it rocks the boat, then our ship goes back a mile from the front of the glacier and casts anchor. The boats are lowered and we all go ashore. We call upon Prof. Muir, who is camping here for the summer, studying the glacier. There are with him Prof. Reed and six college students, three or four of them from Yale. After having a pleasant chat we climb to the top of the glacier, and as we climb we find here and there in our path, growing among the stones, a pretty little red flower, the Epilobium. Then we go below and look up at the great huge mass. Finally, when we have explored until we are tired, we return to the steamer in the little boats, and soon the anchor is lifted, and amid the cheers and waving of the Professor and students on shore, and the passengers on deck, we are once more on the wing.

The captain stands upon the bridge; all the passengers are out on the decks, wrapt warmly in their rugs, watching how we get through all this ice. As we look far ahead we can see only a vast sea of ice, great huge masses upon every hand, until we exclaim with wonder and almost fear we will not be able to find the way out, and when we realize that each block of ice that we see is four-fifths below the water, and but one-fifth above—what mountains some of them are! It is very cold, surrounded by all this ice, but there is such a fascination and grandeur about it, with these great mountains beyond—Mt. Fairweather, 14,708 ft. in height, Mt. Grillon, 15,900 ft.—that we cannot go indoors until we are quite chilled. By and by a little boat, the "Chainook," comes steaming out from somewhere and up to our steamer, which has stopped, and a man is taken on board and on we go. We are filled with admiration for the captain who can successfully go through all this ice with so large a steamer as the "Queen." After a few hours the water becomes clearer and at last we come into the open sea, as the captain is taking the open channel, down past Chichagoff-Island. We watch the great red sun drop into the water at nine o'clock, but when we go to our rooms at eleven there is still daylight in the sky.

Friday morning, when we awaken, we look out

upon a scene of great beauty; the ship is lying at the wharf at Sitka, the capital of Alaska. The bay in front of the town is studded with picturesque, rocky and green islands, some inhabited, others not. There are over 100 islands in this group, and then beyond we have a fine view out into the ocean. At one side, and behind the town, towers the great, lofty mountains—Mount Edgecombe, Mount Verstovia, and the Mount of the Holy Cross, with its snowy cross so plainly defined. At a first look Sitka wears the air and dignity of a town with a history. The moss is thick and green on the roofs of some of the solid old wooden houses that are relics of Russian days. We wander along what is the main street. Indian women sit all along upon the sidewalk, with their baskets, bracelets, and other articles of their make for sale. When we come to the postoffice we mail letters written upon the voyage, and here we see a notice inviting the tourists to visit the mission school at 9:30; so as it is nearly that time we wander on past the Greek Church, which we visit later in the day, on along the sandy shore until we come to the school buildings. The brass band is playing at the gate. This band is composed of about twenty Indian boys, all members of the school, and they play very nicely. Inside we are met and cordially welcomed by the teachers. We are taken to the school room and chapel. There are about 100 boys and fifty girls in the school. They sing "Nearer my God to Thee," and other Moody and Sankey hymns, one of the Indian boys presiding at the organ. The Rev. Mr. Austin, who is in charge of this mission, then told us of how the school was started eight years ago with twenty-five children; since then it has grown and prospered until now they have the 150. It is an industrial school. The girls are taught to cook, wash, sew, and all sorts of domestic work, besides the "common school" branches. The boys are taught carpentering, mining, engraving, etc., besides the common branches. Then we hear from some of the pupils. One boy gives an oration in good style and deep voice. They call him Peter and tell us he is an engineer and now runs the engine for the steam laundry. Then six little girls give a dialogue about the "Queen of May," and Max, one of the little boys, speaks on "Our Flag," which is enthusiastically received. One item of interest about Max is that a school in Italy sends twenty-five dollars a year towards his support. Many of these children are educated by scholarships donated by different people, but there is so much need of more help in this direction, and the school is doing so much good, we wonder that our Nation and people individually do not do more for our home missions. After listening to a few more pieces, one dialogue by three little girls, the smallest being but four years old, and called the baby of the school, six of the big boys sing an anthem, "In Bright Array;" the band then plays and we go on our way, and come next to the museum. Here we see a most odd looking organ, pulpit and altar bench, loaned by the Russian Lutheran Church; map of New Archangel (Sitka), made by a native during the Russian occupancy; a salmon skin suit; carvings of all kinds done by the Indians; all sorts of curios made by the natives from black slate marble found on one of the islands of Alaska; a large old worm-eaten totem pole, eighteen or twenty feet high, and many other queer Indian relics. Next we come to the "cottages," which are small homes built by these Indian students for the Indians who have been educated at the school and then married. There they live and keep house as white people do. We are charmed with the neatness of them.

In following this pathway we pass several more buildings connected with the mission—the hospital, shops, homes, etc. Then on we go

down this beautiful, shady walk, to the picturesque bridge over the Indian River. It is all so beautiful, and we sit here and rest and enjoy, until we know we must retrace our steps, as there is much of Sitka yet to explore. We visit the curio shops, make purchases, and finally find ourselves in the Greek Church, the Russian orthodox church of St. Michael. It has the green roof, the bulging spire, the clock and the chime bells, that might distinguish any shrine in Moscow. Within are richest vestments, plate, and altar furnishings; also several fine pictures of saints and the Madonna covered with robes and draperies of beaten silver, and the halos surrounding their heads of gold and silver set with brilliants; also a large picture of the "Last Supper," the faces painted on ivory and the figures draped with the silver robes. All of the interior

tain, glacier and island scenery, that we have had in the past days. The weather is still marvellously beautiful. All day we recline in our steamer chairs, or walk on deck and rest, and enjoy to our heart's content. After dinner we meet upon the hurricane deck and the first officer comes again and tells us thrilling tales of shipwrecks and mutinies at sea, and we listen in wide-eyed wonder until time to go below. The next day is another quiet, peaceful Sunday at sea. The Rev. Mr. Wells, of New York, preaches us a sermon at three, and the passengers contribute \$130 for the Wrangle Mission church, which was lately burned. In the evening the Rev. Dr. J. P. Lundy, of Philadelphia, lectures on "The Symposium of Colors." Monday morning we find we are nearing Nanaimo, where we remain sixteen hours to take on coal for the round trip, five hundred tons. We go on shore and visit points of interest, which are the coal mines, shops, public buildings. We here purchase articles from China, instead of Indian



DEVIL'S THUMB, ALASKA.

decorations of this church, we are told, were brought from Russia. Next we find ourselves at the foot of the rickety old stairs leading up, up to Baranoff Castle. The old mansion is of wood, built on the solid rock. Being in the light of day, we were not afraid of seeing the ghost of the fair lady who is said to haunt these rooms. The room is pointed out that was occupied by Secretary Seward during his visit, and the same guest-chamber has an additional interest, being the one occupied by Lady Franklin during her visit. Next we go to the old Russian graveyard, then wander along the beach by the Indian village, where we witness the "potlatch," spoken of before.

In the early morning of the following day we leave Sitka, and when we awaken we find we are steaming along through the same grand moun-

curios. The day gets a little long before the end, but we enjoy the fine views out over the bay, with its beautiful islands, and the four or five large ships lying at anchor waiting to coal.

At midnight we once more start upon our homeward way, and in the morning we are at the wharf at Victoria. We stay here until about ten, and at one P. M. are for an hour at Port Townsend. At six P. M. we land for a short time at Seattle, where we meet old friends. At nine o'clock that evening we steam up to the dock at Tacoma, and bid good-bye to those of the passengers whose acquaintances we have formed and whom we would not see again, and to the officers of the boat, who have been so pleasantly thoughtful of our comfort, and at last, after twelve days of voyaging, we are again in The Tacoma hotel, where we receive our letters and dispatches, and at three P. M. the following day are on the Northern Pacific train, homeward bound.

E. G.

IN MANITOBA.

The Great Canadian Prairie Province and its Chief Cities.

Manitoba is the northern portion of the great alluvial plain which extends from the valley of the Saskatchewan and the large lakes of Winnipeg and Manitoba south to the Gulf of Mexico. The Province is next door neighbor on the north to Minnesota and North Dakota. It is settled by an active and intelligent population, composed largely of emigrants from the older provinces of Canada, with a considerable element of English and Scotch, a few thousand French speaking people, and a sprinkling of Scandinavians and Icelanders. The soil is exceedingly fertile and the record of the Province for wheat-raising cannot be surpassed anywhere on the continent except on the Pacific slope. The Winters are cold, but the climate is favorable to health and longevity, as is shown by the official mortality statistics and by the large number of very old people found in the original French Canadian settlements, which date from the first decade of the century. The form of government in all the Canadian Provinces gives the people full control of their local affairs, and their relations to the province and the Dominion are substantially the same as those of the people of the United States to their State and Federal governments.

We publish in this issue of THE NORTHWEST several interesting articles by residents of Manitoba on the resources of the Province, its advantages for immigration, and on its principal cities, Winnipeg, Portage la Prairie and Brandon. These articles will be welcome to all our American readers, who will be glad to extend their knowledge of the people who are our nearest neighbors, and they will be found of special value to readers in the old communities of Canada who are looking for favorable inducements to transfer their homes to the new Northwest. They will also come to the notice of not a few readers in Northern Europe, who look to the lands beyond the sea as their best hope for improving their condition and leaving to their children the environment in which industry is sure to bring independence and comfort. We take pleasure in commending these articles as truthful and conservative in their statements and written with thorough knowledge of the facts, and in saying of the Manitobans that they are a cultivated and progressive people, who give a hearty welcome to all worthy home-seekers that come among them, whatever may be their nationality.

THE PROVINCE OF MANITOBA.

Manitoba is the commencement of the three great plateaus between the Lake of the Woods and the Rocky Mountains. Its surface is mainly level, though rising in places to ranges of small hills. It is a prairie country, with treeless plain extending from five to thirty miles, covered in Summer with a luxuriant growth of grass; its river banks are fringed with trees; and in places the timber broadens into belts which are not unworthy the name of forests. Its original area of 13,500 square miles has been increased to 123,200 square miles, its boundaries extending from the United States northern boundary to latitude 52° 50', from the western limits of Ontario, near the Lake of the Woods, west to 101° 20'. From its northern location, a great misapprehension naturally exists concerning the climate. Within a generation it is that this country was vaguely heard of as the home of the Indian and the buffalo, a land of cold, and snow and ice, where arctic Winter almost reigned perpetual. It was thought, as a well-known writer has said, to be a

land of desolation, given over almost entirely to fur-bearing animals and those who hunted them, unfit for habitation by white men. To-day it is pictured as a land of sunshine—above all others the most favorable for transplanting the Saxon race and perpetuating the stalwart physique for which that race is noted. In Winter, there is no denying the fact, extreme degrees of cold are reached, but on the average, considered either with reference to personal comfort or agricultural purposes, it is superior to that of any of the Eastern provinces. It is not claimed for Manitoba that it is in "the banana belt," and yet if its Winters lack the balminess of a Florida or a California, in the hygienic sense they are unexcelled by these more southerly States.

With liberal land laws, under the administration of the Federal Government, with thousands of acres of still untenanted land, with large tracts owned by railways and corporations, and private individuals, open for purchase at low figures—Manitoba, with the whole Northwest, offers inducements to settlers seldom equalled, never excelled. In writing of the Province two years ago, it was stated in this magazine that "the soil of Manitoba is peculiarly adapted for easy and profitable cultivation. Whole sections may occasionally be found that could at once be turned into productive wheat fields, level and without a bush or stone on their surface. Those were at first most eagerly sought after, but now a farmer is as anxious to secure twenty acres of hay swamp as he was four years ago to avoid it. Whether undulating and broken, or level prairie, the surface soil is a rich black loam, from eight inches to two feet deep, in some cases light and sandy, but mostly pure vegetable mould, occasionally rather heavy. The proportion of poor and broken land as compared with the good, is very limited. The soil is much more easily worked than in older countries, and by judicious rotation of crops will give a good yield for many years, with very little manuring. The sub-soil is in some places gravel and sand, but mainly of white clay, rich in plant food. As a wheat soil it is unsurpassed."

The accuracy of this statement is demonstrated by the abundant harvests which have of late years, with very few exceptions, been garnered. As yet there are over 1,000 acres of unoccupied land to each farm in the Province, but as the country is being rapidly settled—large as is this proportion—it will be considerably diminished in a comparatively few years. In 1881 there were only 2,884,337 acres occupied, 250,416 cultivated, and 230,264 under crop. In five years the occupied area had increased to 4,171,224 acres, the cultivated to 757,571, and that under crop to 591,994. The average prepared for the crop of 1889 was 893,402, and for that of the present year 1,053,263. In 1881, the wheat crop amounted to 1,033,623 bushels; in 1886 to 6,711,186; in 1887 to over 14,000,000—an average of over thirty bushels to the acre—and in the present year the yield will, it is estimated, reach 17,000,000 or 18,000,000. The fact that the production of other cereals and roots will pay the year's expenses of the farmers, leaving them their wheat yield as a clear profit, emphasizes the statement that in no other country is the agricultural class so prosperous, and a tour through the Province would show that no where else are the settlers so thoroughly satisfied with their condition, more contented with the present or hopeful of the future.

The wise laws of Canada are wisely and justly administered by upright judges; there is a general obedience to the law; there is a total absence of mob rule; Judge Lynch is unknown. There are no factions to divide the people and engender strife, but rather a peaceful community, living happily together—recalling the early years before the advent of latter-day civilization when "the Happy Valley" was an appropriate name widely applied to it.

Although, like Dakota, Manitoba is more widely known as a wheat-growing country, it must not be supposed that all its energies are devoted to producing that cereal. In fact there are few very extensive wheat farms in the province, and great attention is being paid to other cereals, and stock raising has been found by many to be very profitable. Its fisheries, and its timber industries are also sources of wealth; its manufactures, although young, are rapidly extending and prospering; its other resources gradually being developed. Of the trade and commerce of the country, the previously unpublished consular report for last year of Hon. J. W. Taylor, U. S. Consul at Winnipeg, is so complete, concise and comprehensive and furnishes such a fund of information, that no apology is needed for its insertion here:

MANITOBA TRADE.

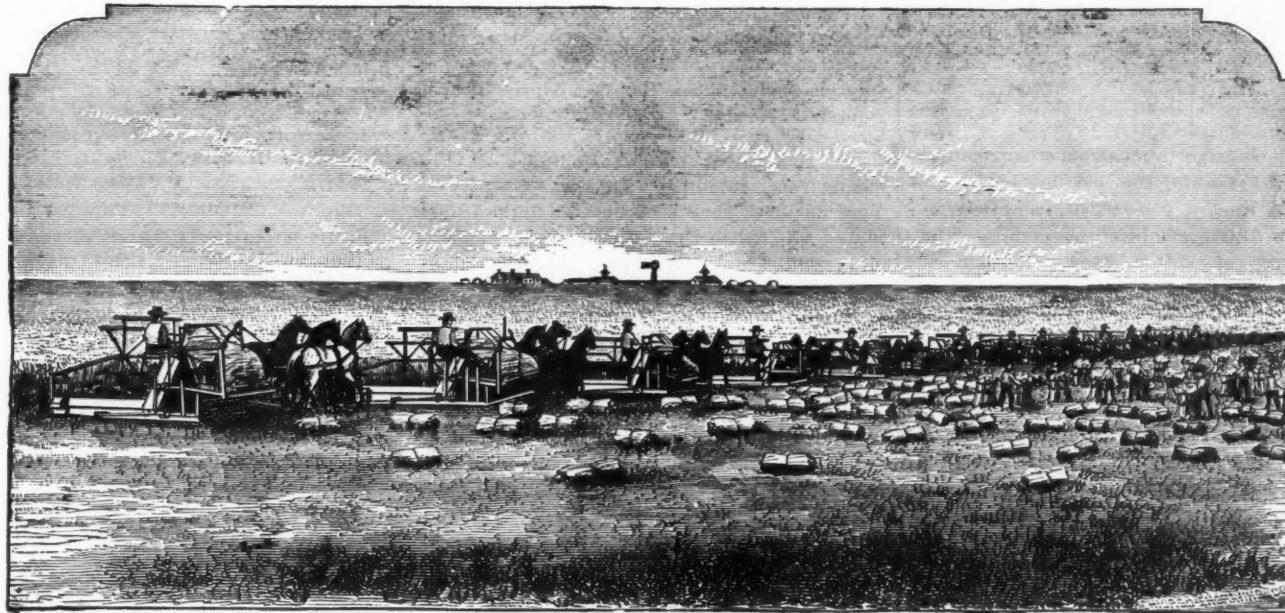
The consular district of Winnipeg, British North America, includes an area nearer to Winnipeg than Victoria, British Columbia and Goderich, Ontario, or between longitudes 87° and 110°, and from the international boundary or latitude 49° to the Arctic Coast beyond latitude 70°. The following table will exhibit the commerce of Central Canada, of which two-thirds of the imports have been from other districts of the Dominion of Canada. I present a table dating from 1872, or the first reports of the Canadian customs service at Winnipeg.

YEARS.	IMPORTS.	EXPORTS.	TOTAL.
1872.....	\$1,413,585	\$295,453	\$1,709,037
1873.....	1,288,257	256,324	1,544,581
1874.....	2,423,900	565,323	2,989,313
1875.....	1,865,579	587,547	2,453,126
1876.....	2,318,391	672,668	2,991,057
1877.....	1,876,753	695,970	2,572,723
1878.....	2,545,421	849,725	3,395,146
1879.....	3,422,375	537,574	3,950,947
1880.....	4,637,668	518,665	5,156,333
1881.....	7,382,640	636,197	7,998,837
1882.....	16,169,772	871,614	17,071,386
1883.....	24,291,767	1,843,481	26,135,248
1884.....	12,784,719	1,988,278	14,772,997
1885.....	10,983,713	2,627,341	13,611,054
1886.....	7,820,950	4,297,583	12,118,492
1887.....	9,157,843	7,492,371	16,650,214
1888.....	7,716,494	6,507,202	13,350,696
1889.....	7,895,116	4,184,480	12,079,596

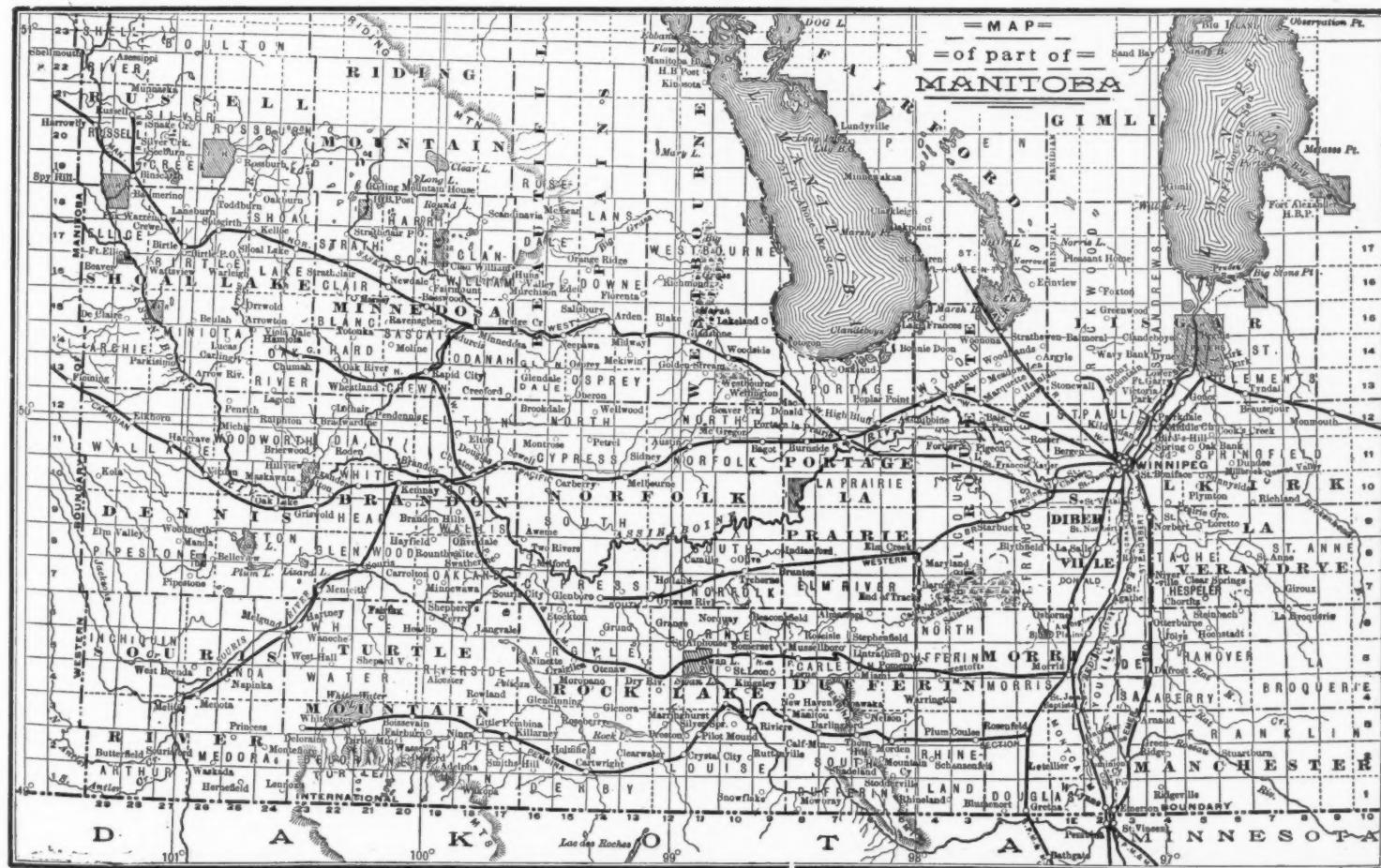
During the first three years of this period the foreign imports were subject to the tariff of the Colony of Assinniboia—four per cent. ad valorem, and a specific duty upon wines and spirits of twenty-five cents per gallon, with a liberal free list—but since 1874 the Canadian tariff, varying from eighteen to thirty-five per cent., has been in force. The extraordinary increase from 1875 to 1885 represents the exceptional importation incident to the construction of the Canadian Pacific Railway. In the column of exports, the figures of the first ten years represent quite exclusively the shipment of furs, mostly to England, but after 1882 the exportation of a surplus of grain and cattle swelled the total movement of Manitoba products more than ten-fold, amounting in 1887—a year of a remarkable wheat crop, to 37,492,371.

Not having access to official or railway reports of the domestic importation—meaning from Eastern Canada or British Columbia—I have computed that its bulk is two-fold the entry of articles at the Canadian frontier, including the movement from Great Britain, an analogy to the proportions of the foreign to the domestic trade of the United States. With this explanation of the foregoing aggregates, a table is presented exhibiting for the above period of seventeen years the fluctuations of Manitoba imports from the United States, Great Britain and other foreign countries.

YEARS.	UNITED STATES.	GREAT BRITAIN.	OTHER COUNTRIES
1872.....	\$323,059	\$652,016	\$26,406
1873.....	441,198	510,199	14,696
1874.....	781,277	1,024,620	12,096



HARVESTING ON THE PLAINS OF MANITOBA.



MAP SHOWING RAILWAY SYSTEMS OF MANITOBA.—BY PERMISSION OF WAGHORN'S GUIDE, WINNIPEG.

THE NORTHWEST MAGAZINE, NOVEMBER, 1890.

YEARS.	UNITED STATES.	GREAT BRITAIN.	OTHER COUNTRIES
1875.....	780,317	441,107	6,481
1876.....	940,187	776,570	18,689
1877.....	908,353	400,888	5,000
1878.....	769,792	389,499	11,727
1879.....	839,499	335,324	21,464
1880.....	833,983	393,699	10,007
1881.....	1,496,986	503,967	10,062
1882.....	4,500,930	618,805	30,219
1883.....	8,495,985	1,539,240	59,465
1884.....	4,439,819	1,174,707	71,655
1885.....	2,606,446	979,490	75,878
1886.....	2,362,283	655,003	99,107
1887.....	2,735,140	841,751	80,672
1888.....	1,449,307	677,591	100,948
1889.....	1,434,749	676,000	99,552

The dutiable importations from other countries amounted to \$59,876, the leading articles of which were window glass \$8,902, from Belgium; fancy goods \$1,053, manufactures of furs \$2,166, manufactures of cotton \$2,846, musical instruments \$676, and woolen manufactures \$4,174, from Germany; dried fruits \$1,260, from Greece; and spirits and wines \$11,016 from France, \$1,769 from Holland, \$3,781 from Spain, \$2,231 from Portugal, \$400 from Italy, and \$149 from Germany.

The Manitoba importation of free goods, in-

Fort McLeod) comprising the Winnipeg Consular District have been as follows:

	DUTIABLE.	FREE.	TOTAL.
Manitoba.....	\$1,797,293	\$410,021	\$2,207,314
Port Arthur.....	321,056	85,282	406,335
N. W. Territory.....	98,555	30,200	128,755
	\$2,216,904	\$525,503	\$2,742,407

DUTIES RECEIVED.

Upon the aggregate of \$2,216,904 of dutiable imports, the Canadian revenue has been \$624,751.49, or an average of thirty-five per cent. ad valorem, including specific rates expressed in ad valorem.

EXPORTS.

The Manitoba exports—including only shipments from Winnipeg, Emerson, Gretna and York Factory—have been \$405,333 to the United States, \$375,622 to Great Britain, and \$1,650 to other countries—total \$782,606. To United States, barley (118,582 bushels) \$59,683, books \$2,825, buffaloes (horned cattle) \$12,656, carriages \$2,554, clothing \$17,068, fresh fish \$7,140, fish preserved \$1,682, flax seed (8,284 bushels) \$7,637, furs undressed \$106,585, hides \$16,832, horses (273 no.) \$30,478, household furniture \$8,137, organs \$730, machinery \$7,138, pianos \$2,325, sewing machines

COUNTRIES.	IMPORTS FROM.	EXPORTS TO.	TOTAL.
Germany.....	15,653		15,653
China.....	12,088	1,000	13,088
Belgium.....	9,333		9,333
Spain.....	5,628		5,628
Holland.....	5,043		5,043
Portugal.....	2,231		2,231
Greece.....	1,283		1,283
Spanish West Indies.....	1,185		1,185
Austria.....	962	2	994
British East Indies.....	828		828
Switzerland.....	521		521
Italy.....	400		400
British West Indies.....	292		292
Argentine Republic.....		300	300
Russia.....	165		165
Norway.....	122		122
Denmark.....	84		84
	\$7,885,783	\$4,184,450	\$12,070,233

AGRICULTURE.

Passing from the statistics of the fiscal year ending June 30, 1889, I propose to anticipate the succeeding six months to the termination of the calendar year, for the purpose of a statement of the crop of 1889. The extent and disposition of the crop of 1888 have been considered under the topic of exports. It was reduced in quantity and quality by frost, while the crop of 1889 suffered still more by drouth, there being no barley, oats or potatoes for export, while the export of wheat was less than five millions of bushels, although of a superior quality, securing seventy cents per bushel to the producer. The prospect of the crop for 1890 is encouraging. There is an ample snow-fall: 1,000,000 acres will be seeded—700,000 acres to wheat, with a probability of a wheat crop at twenty bushels per acre of 14,000,000 bushels, of which 12,000,000 bushels will be available for exportation, besides a surplus for market of barley, oats, potatoes and flax seed of a million of dollars in value.

RAILWAY CONSTRUCTION.

In 1880 a railway of sixty-six miles connected Winnipeg with the international frontier near Pembina, and the railway system of the United States. At the beginning of 1890 there were 1,326 miles of completed railway in Manitoba, including 266 miles of extensions of the Northern Pacific Railway. The total railway mileage of Western Canada is 3,310 miles. A provision in the charter of the Canadian Pacific Railway obstructing connections with American lines has been relinquished and organizations are rapidly forming for half a dozen international enterprises in a general northwestern direction to and beyond the international boundary. There is already one mile of railway to every 100 of population in Western Canada with a prospect of 300 additional miles during 1890. Vigorous measures are in progress for a direct connection of Duluth and Winnipeg within a year, and a communication from Montana due north to the Saskatchewan coal field will be opened simultaneously. There is a revived interest in the project of a railway to Hudson Bay, but its completion and that of an international line to Alaska are probably reserved for the first decade of the twentieth century.

RECIPROCAL TRADE.

Every year deepens the impression among the people of Manitoba, that the proportion of population to these means of communication cannot be assured without greater facilities of trade with the United States. Its most emphatic expression was the passage by an unanimous vote of the Legislature of Manitoba of a resolution on the eighteenth of March, 1890, urging that "steps may be taken by the Dominion Parliament to negotiate with the Government of the United States of America, with a view of arriving at some agreement by which there should be unrestricted reciprocity of trade between the two countries."

JAMES W. TAYLOR, U. S. Consul.

The commercial report of the United States



WINNIPEG.—THE NEW NORTHERN PACIFIC HOTEL

cluding entries at Winnipeg and the frontier ports of Emerson and York Factory, was \$231,046 from United States, \$139,298 from Great Britain, and \$39,677 from other countries, total \$410,021. The leading articles from the United States were coal \$8,821, eggs \$6,023, green fruit \$33,125, furs \$3,025, hides \$136, horses \$15,945, logs \$44, lumber \$3,324, steel rails \$33,862, wire \$2,249, settlers effects \$51,787. From Great Britain coffee \$3,783, salt \$2,126, settlers effects \$33,806, steel rails \$36,591, supplies for missions \$3,384, tea, black, \$18,560; from China, tea \$11,593; from Japan, tea \$24,702.

The dutiable importations at the consular agency of Port Arthur, Ontario, were \$321,056, the leading articles being bituminous coal \$221,056, lumber \$32,933, meats \$18,771 and machinery \$19,720—also free entries of anthracite coal \$76,358, and emigrants effects \$4,019. In the Northwest Territory the total importation was \$128,755, of which \$30,200, consisting mostly of animals and emigrants effects—all being from the United States.

The imports of Manitoba (including Emerson and York Factory) Western Ontario (consular agency at Port Arthur, and N. W. Territory for the Canadian ports of entry at Fort Walsh and

\$1,439, sheep \$1,594, seneca root \$5,866, stuffed birds \$207.50, wheat (23,728 bushels) \$13,787. The exports to Great Britain have been mostly undressed furs \$369,901, to other countries \$1,650, of which \$1,000 was to China and \$308 to Japan.

The exports to the United States from Port Arthur, Ontario, were \$199,524, of which the leading articles were silver ore \$163,900, fresh fish \$14,414—exports to Great Britain \$2,350—total \$201,874. The Canadian Customs report no exportation from the Northwest Territory.

The domestic exports to the Eastern Provinces have been chiefly 4,500,000 bushels of wheat, which for the year ending June 30, 1889, averaged sixty cents per bushel, amounting with shipments of barley, fish and furs to \$3,000,000.

The trade with British Columbia is estimated at \$200,000 exports, principally flour, butter and eggs, with return shipments of fish and lumber of equal amount—total \$400,000.

AGGREGATE TRADE.

COUNTRIES.	IMPORTS FROM.	EXPORTS TO.	TOTAL.
Canada.....	\$5,484,814	\$3,000,000	\$8,484,814
United States.....	1,434,749	604,858	2,039,602
Great Britain.....	676,000	377,972	1,053,972
British Columbia.....	200,000	200,000	400,000
Japan.....	28,630	308	28,938
France.....	17,125	40	17,165

Consul at Winnipeg for 1890 is withheld for a full statistical statement of the extent and distribution of the crop of the year, but your correspondent has been furnished a very comprehensive report for 1889, with an accurate forecast of the crop now passing to market.

As to the exports and imports of the year ending June 30, 1890, we are informed by Col. Scott, collector of customs at Winnipeg, that the aggregate of dutiable imports was \$2,023,754, returning a revenue of \$638,616, and free imports, \$448,683—a total of \$2,472,437.

The exports were \$988,384, of which \$650,009 were undressed furs shipped by the Hudson Bay Company, and \$4,569, other articles to Great Britain; \$332,420 to the United States; \$983 to Japan; \$400 to Switzerland; and \$3 to France.

The specific course of trade will not materially depart from the details given of the commercial movement for 1889.

THE CITY OF WINNIPEG.

Half a century ago, Fort Garry was one of the most important posts of that great trading corporation, the Hudson Bay Company, whose charter, secured over 150 years previously from the English King, Charles II, gave them sovereignty over half a continent—a complete political control, and trade monopoly over a large portion of the North American Continent. A broad expanse of country was theirs, stretching from what is now the northern tier of States of the Union to the Arctic Circle, and from the rising to the setting sun in their then scarcely known world. Less than a quarter of a century later, Fort Garry became the principal depot of this gigantic corporation in the Northwest—the entrepot to the vast dominion over which they ruled with kindly sway, although in previous years that dominion was not undisputed nor unmarred by internecine strife and scenes of

violence and death dealing rivalry. At this spot—at the confluence of those two long serpentine streams, the Red River of the North and the more rapid Assiniboine—around which the romantic traditions of the historic part still cluster—even in those early days, the keen-sighted officers of “the Company,” with prophetic eye, located their chief trading post, on account of the many points of vantage it possessed as a soon-to-be commercial emporium. Easy of access by river and trail—for the Red River cart and the voyageur’s York boat had not been supplanted by the iron-horse and the Mississippi stern-wheeler—it was the natural trade centre of a vast country whose bounds were imperial in their extent. Those old fur-trading dons were wise in their generation. The commercial supremacy of Fort Garry from its earliest infancy, reaching back almost to the days of La Verandrye, down through the long years of semi-civilized life, through the dark times of rebellion, through “Company” rule and Canadian government, has never been disputed. And so it is found that that proud position occupied by the Fort Garry of the past is maintained by its more civilized offspring—the Winnipeg of to-day. Its pre-eminence is still supreme, as it was then. Its situation is, even in a greater degree, more commanding. It is the great mart of the country, the seat of Government of the infant province, the centre of the political, social and literary world of the Canadian West, and with its suburban St. Boniface, the fountain head of the educational and religious institutions of not only Manitoba but of the whole Northwest. The rudely built trading posts around which, within the memory of living man, the semi-savage redskins prowled, the camping ground of the hardy buffalo hunter, the resting place of the dark-faced voyageur has been transformed into a thriving, bustling city, with all the adjuncts of

that rapidly increasing civilization and advancement which marks the evening of the nineteenth century. From a small, scattered settlement, it became a struggling village, then a frontier town, until the advent of the iron horse, when as if by magic it blossomed forth into a western metropolis. The Red River of the North—the great channel of commerce—of which the poet Whittier sweetly wrote:

“In and out the river is winding
The links of its long red chain
Through gusty belts of pine land
And weary leagues of plain.”—

has, following the inevitable law of progress, lost all its former glory, and the heavy traffic which freighted its waters is now carried by two of the great transcontinental railways. The Assiniboine, too, has lapsed from non-usage into an ordinary stream, which some, in this progressive age, would have declared unnavigable in order to make those improvements which would transform the picturesque Indian trading port into a Canadian Manchester. The Age of Romance, with all its hallowed memories, is departing; the Age of Progress and Material Advancement has arrived. But it is not the Winnipeg of the past that comes within the scope of this article; it is rather the Winnipeg of to-day, the Winnipeg of the future, the Half-way House of the Canadian Dominion, the Heart City as Lord Lorne has dubbed it. And although the facile pens of gifted writers have often described its marvellous progress, its prosperity, the enterprise of its citizens, the advantages of its location—artists portrayed its bustling streets and substantial structures, and poets given in song the story of its birth and growth, there is something yet to tell of this rising city, which, like an adolescent giant, sits at the rim of the great prairie land and, with beckoning fingers, invites the home hungering people of the effete east to its hospitable domain, there to



WINNIPEG.—A VIEW ON MAIN STREET.

participate in the prosperity and good fortune, and success in life now so largely enjoyed by so many of its thrifty citizens.

A BRIGHT FUTURE.

An old writer once said that God may have made a better berry than the strawberry but he doubted if he ever did. So a city with a brighter and grander future than Winnipeg may exist, but where can it be found—who can tell? The finger of destiny points to it as one of the great commercial cities of the new world. To-day no city in America is attracting so much attention from capitalists—no city is offering such inducements for the investment of capital. In vain we may look elsewhere for a situation so favorable and commanding; in vain may we search for a city whose natural advantages promise so great a future.

Notwithstanding all this—that its future is assured, its growth as the great central mart for Canada uncheckable—the prices of property in

all these years. The first symptoms of an upward movement—of a return of confidence—began to show themselves within the present year and to-day there is undoubted promise of a substantial increase of values. Even now properties in Winnipeg have not reached their normal value, and the advantages offered as a field for the investment of capital are readily discernable.

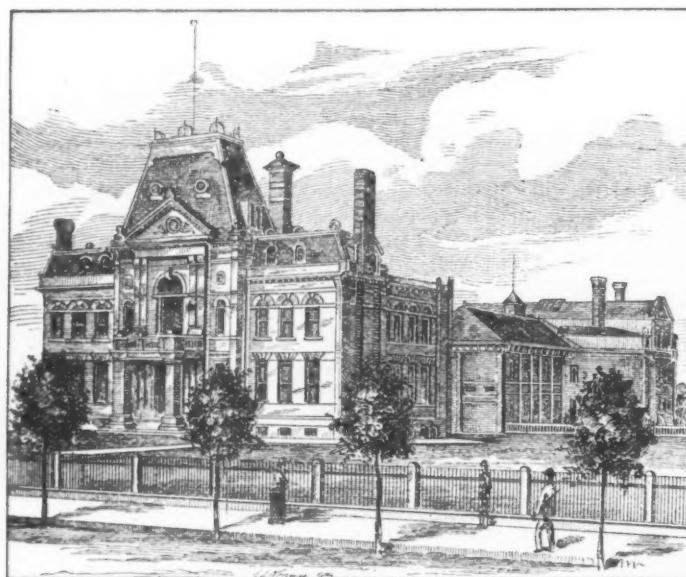
For this recently inaugurated upward movement there are a variety of reasons. Not the least of these is that the city has been exceedingly fortunate recently in the visitors it has had. American and English capitalists have been arriving by the score, and among others delegates from the farmers of Great Britain and Ireland. To all of these level-headed and practical men the prospects for the future have been at once apparent. Then again it has been shown that a few years ago Winnipeg and the province of which it is the capital was exporting nothing and importing even the necessities of life. To-day

the following table will give a fair idea of values in this, a city with magnificent prospects and a population of 27,000 or more: Highest retail business property \$600 per foot frontage; ordinary first-class property \$225 to \$300 per foot frontage; best wholesale property \$50 to \$100 per foot frontage; best residence property \$20 to \$30 per foot frontage; ordinary residence property \$10 to \$12 per foot frontage; mechanics, residence property \$4 to \$9 per foot frontage; acres within two to three miles of post-office \$100 to \$300 per acre.

Anyone who knows the values of realty in other cities of the same size and importance will at once see that the prices here are comparatively low and certain to steadily advance. Nowhere is real estate on a more solid footing.

Among the first to foresee the advantages Winnipeg offered for investment were American capitalists and speculators—not a small percentage of these being some of the shrewdest men of St. Paul and Minneapolis. These gentlemen have been largely benefitted by their foresight. Some of them to-day are refusing from 100 to 300 per cent. profit on their investments, so unbounded is their faith in the advancement of the city.

Most of the recent investments have been made



THE COURT HOUSE, WINNIPEG.

Winnipeg are not more than one-third as high as they are in cities almost similarly situated with prospects less bright, and as real estate men say, with less "backing." Vancouver properties are from two to three times as much as Winnipeg although the population of the former is probably less than one-half. At Victoria, too, it will be found that real estate is quoted much higher than in Winnipeg notwithstanding its population is less. Of course there are reasons for this and it may be as well to give these reasons here.

The growth of the city from the period of 1870 to 1880 was due entirely to the natural advantages of its position, for it was even without railways as a means of communication with the outside world. During 1881 and 1882 however, Winnipeg had the usual experience of rising cities—a period of wild and reckless speculation, which although producing results that at the time greatly enlarged it, subsequently retarded its early growth. This "boom" was caused by the advent of the Canadian Pacific Railway in 1881 which brought in a large influx of people. It has truly been said that this was "one of the most violent and remarkable real estate booms ever witnessed in America." The prices realized during these two years were absurdly high and would only have been warranted in a city possessing a population five times greater. In the Spring of 1882 this boom came to a sudden termination. When the set-back came there was a terrible reaction. The pendulum of prices swung just as far back as it had gone forward, and has remained there nearly stationary during

we have become large exporters. A few years ago Winnipeg was surrounded only by unproductive prairie lands. To-day it is found to be "backed" by the finest farms and the most enterprising agriculturists—a prosperous and well-settled country and a thriving, hopeful, contented, prosperous and industrious people. Another of the principal causes for this upward movement is the enormous railway development that has been going on, especially during the past year. The Northern Pacific has entered, and there is an almost immediate prospect of a Hudson Bay Railway, and connection with Duluth in the early future. New fields to the west have been opened and developed and along with all of these causes there has been an abundant harvest.

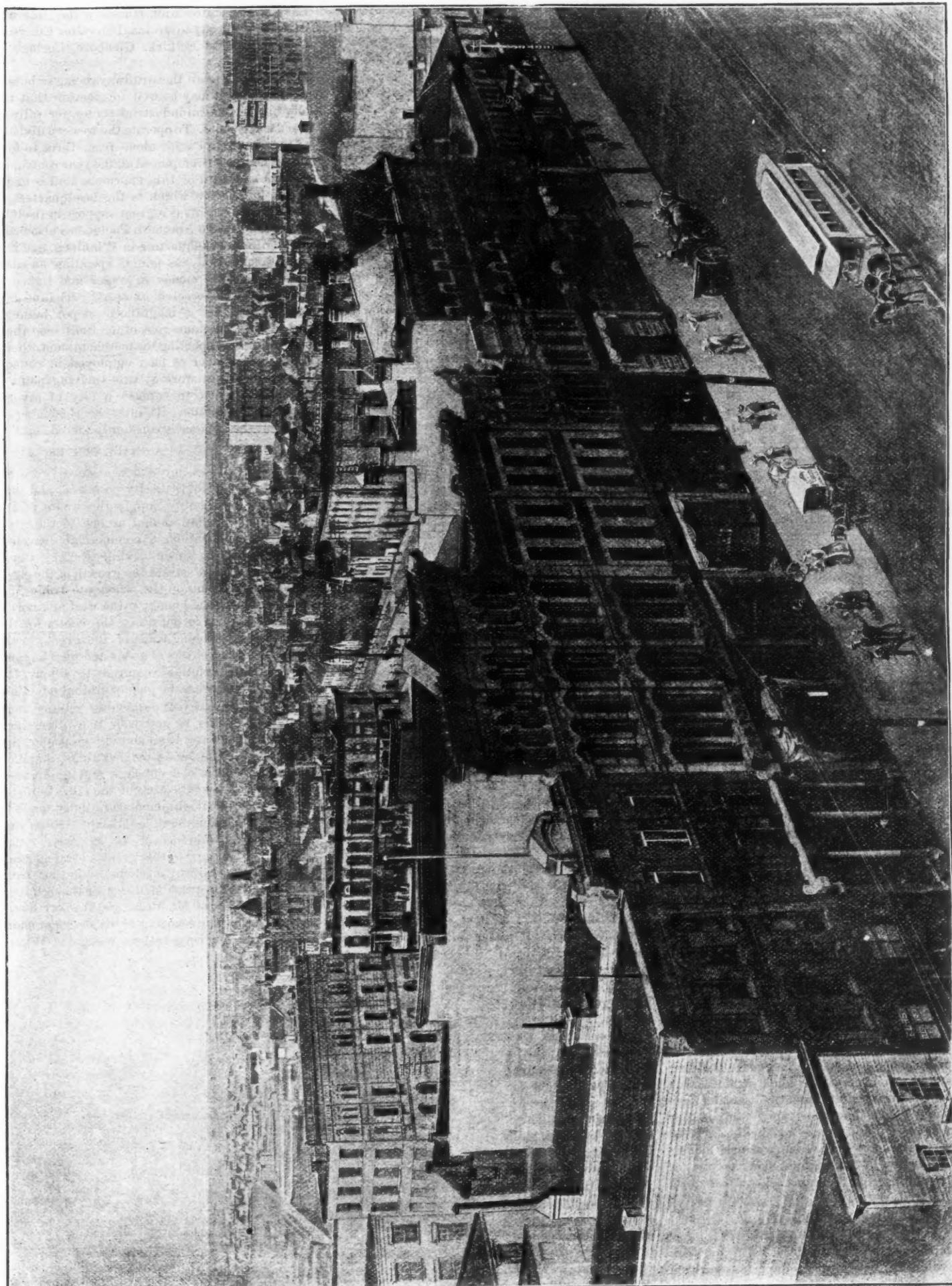
These causes have furnished sufficient assurance to capitalists that Winnipeg has passed the turning point and that there is now an absolute certainty of its advancing in rapid and steady strides. Of course it would be a difficult matter to give exact values of realty in Winnipeg, or anywhere else, that is to strike the averages, but



DOMINION GOVERNMENT BUILDING FOR POST-OFFICE AND COURTS, WINNIPEG.

in Main Street and Portage Avenue properties, they being the two leading thoroughfares of the city. Main Street values are now higher than those on the avenue, the street being well built up with splendid blocks. American investors however, have taken a great fancy to Portage Avenue, which, without doubt, will in the near future become a great retail thoroughfare. It is almost certain to occupy the same position to Winnipeg as Market Street does to San Francisco or Broadway to New York.

The city is fortunate in possessing a number of enterprising and pushing real estate agents—men who have done a great deal in advancing the prosperity and progress of the city. Among the agents who are entitled to special mention in this regard are A. W. Ross & Co., Robert Young, Crotty & Cross, S. A. Rowbotham, W. J. Aikin, Chambre, Grundy & Co., C. H. Enderton, I. McLaren, E. G. Conklin, Geo. Maulson, the London and Canada Land Company, and the Scottish Manitoba & Northwest Real Estate Company.



WINNIPEG.—VIEW FROM TOWER OF NEW NORTHERN PACIFIC HOTEL—WEST OF MAIN STREET.



WINNIPEG.—THE CITY HALL AND SOLDIERS' MONUMENT.

THE RESIDENCE DISTRICTS.

The residence portions of the city are most beautifully and advantageously situated, and it is not an exaggeration to say, that few cities in America offer so many advantages for pleasant homes. Fort Rouge, which runs along the banks of the Assiniboine River, St. John's, which skirts the banks of the noble Red; and the beautiful Armstrong's Point, are all picturesque and healthy spots, easy of access and surrounded by pleasant drives. An electric railway is now being constructed in Fort Rouge, and St. John's is reached by the main street railway, so that those who labor in the city may, when their work is over, be swinging in their hammocks in cool and shady nooks within a few minutes after leaving their offices or workshops. It would seem as if Nature, knowing how tired human brains would get in the great hurrys of the city, had set apart these picturesque residence districts as a sanitarium for the healing of sick nerves and spent brains. Many handsome and costly residences have been erected in these and other districts, and many more are being designed. Building stones and brick clays are found in unlimited quantities near the city and the beautiful residences and blocks now adorning Winnipeg bear testimony to their appearance and quality. Pretty houses may be erected at a comparatively moderate cost, and every industrious man, no matter what his calling may be can soon own his own home in this, the natural supply center of the country of illimitable possibilities.

AS A RAILWAY CENTER.

A map accompanying this brief review of Winnipeg will serve to show the important position the city occupies as a railway center. It has been often and truthfully said that railways make and unmake cities, and accepting this statement

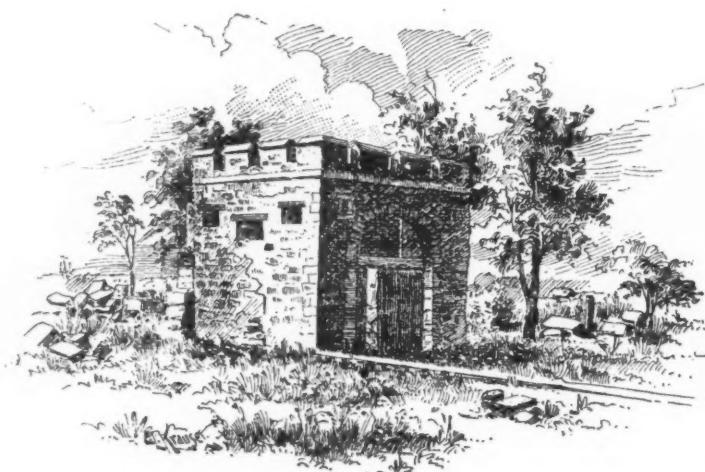
it becomes clear that this city is already made. To-day it is not necessary to say that it is "to become" a great railway center for already it is so—in fact one of the greatest on the continent of America. Think of the remarkable progress it has made in this respect. Within a decade it has risen from the Red River cart to the palace car. Ten years ago the first railroad entered and now it may surprise many to know that a dozen separate lines are running into it. If such advancement has been made in the past decade what may the next show! Of the four Pacific railways on the continent two have main lines centering here—the Canadian Pacific and Northern Pacific. Within a short space of time the Great Northern will become a Pacific railway and the main line of this road now runs from Winnipeg to St. Paul. That great railway scheme, the shorter route to Europe, the Hudson's Bay railway is soon to be built, and Winnipeg is to become its headquarters and very shortly the city will have direct connection with Duluth. Among the railway systems so entered in Winnipeg as to literally drain the business of the Province of Manitoba and the Northwest Territories may be mentioned the Canadian Pacific,

the Northern Pacific, the line connecting with Duluth, Northwest Central, Manitoba & Northwestern, the Galt Railway, Qu'Appelle, Long Lake and Saskatchewan, Hudson's Bay line and lines from the city to Gretna, Deloraine, Emerson, Stonewall, West Selkirk, Glenboro, Portage la Prairie, etc.

In addition to all these railways being tributary to Winnipeg it may be well to mention that the city has become an industrial center for railway work and repairs. To operate the western division of the Canadian Pacific alone from three to four thousand men are employed all the year round, and at least one-third of this enormous staff is maintained in the city, which is the headquarters of the division. This is a great support in itself to local trade. The Northern Pacific has also made its Manitoba headquarters in Winnipeg, and this great corporation has and is spending an enormous amount of money in wages and improvements. It has erected extensive machine and repair shops and a magnificent depot building and hotel. The numerous other lines lend their assistance in supporting the merchants and others, in fact the number of men employed in connection with railway work at this thriving point is sufficiently great to support a city of several thousand population. It must be remembered, too, that the number is constantly increasing.

WINNIPEG AS A TRADE CENTER.

Not many years ago a dozen stores were all that this wonderful little city possessed, and they were quite sufficient to supply the wants of the population. To-day we find as one of the city's business organizations a commercial travelers association with a membership of 225. Could anything better illustrate the growth of the city's trade or the extent of the wholesale trade now conducted with the country to the west and northwest. Winnipeg is naturally the center for the wholesale and jobbing trade of the great Northwest. Immense stocks of goods and merchandise covering all varieties required to supply the wants of the districts devoted to grain production, stockbreeding and cattle ranching, mining, lumbering and fishing, as well as the more diversified demands of the city, town and village people, are to be found in the handsome buildings, supplied with all modern conveniences and appliances, which are a marked feature of the city's edifices. It is learned that shipments are daily made to points over a thousand miles distant. From this may be gathered an idea of the extensive range of country tributary to this great central market. The complete railway systems radiating from Winnipeg afford great facilities to the retailers of the province of Manitoba and the Northwest Territories for the securing of his stocks at short notice. Railway corporations recognize Winni-



RUINED PORTAL OF OLD FORT GARRY.

peg as one of the principal wholesale depots of Canada and deal with its wholesalers on that basis. Among the leading of the great wholesale houses of Winnipeg may be mentioned Cornell, Spera & Co., 27 Portage Avenue East, which makes a specialty of men's furnishings and small wares, and the Sanford Company, wholesale clothing manufacturers, which has also branches at Toronto, Ontario, and Victoria, British Columbia.

One of the chief features of the city's trade is the agricultural implement branch. All the implement manufacturing concerns of Canada and many of these in the United States have flourishing agencies here through which the western trade of the respective firms is managed. The trade in farming implements is already very large and dealers tell us is constantly increasing. In produce and commission business the trade of the city is also very large. Only a few years ago butter, cheese, poultry, etc., had to be largely imported to supply the local demand. Now these products are in excess of local requirements

ensuring good competition and good prices. Recognizing this fact country traders and dealers who have furs to dispose of ship their furs from long distances to this market for sale. In fact for furs Winnipeg is the market for almost half the continent of America.

A branch of trade which is assuming importance is that of pork packing. Several houses are now engaged in this industry and the business is rapidly growing. Arrangements are being made to extend to canning beef and other meats, there being an enormous supply of meats available for the purpose. Manitoba exports trainload after trainload of cattle eastward, and at Winnipeg large stock yards are necessary for the transhipment of cattle.

The foundry business of the city is also extensive and the city boasts of one of the largest brass and iron foundries in Canada. This is the Vulcan Iron Company of Manitoba (limited), the officers being Andrew Allan, President; F. H. Brydges, Vice President; John McKechnie, Superintendent, and H. N. Williams, Secretary and

the greatest advantages of the Assiniboine as a water power stream is that its capacity can be increased to 10,000 horse power at lowest water by connecting it with Lake Manitoba and the Saskatchewan River, thus increasing the drainage area a tributary to Winnipeg to 250,000 square miles, a territory double the size of Great Britain and Ireland. The cost of the water power works at Winnipeg, including locks will be \$500,000 and with the proposed connections \$1,200,000. The amount of power thus made available at Winnipeg will be 10,000 horse power at low water, the net revenue from which at \$20 per horse power will be \$200,000 per annum. Interest and maintenance will not exceed eight per cent. or \$96,000 while the cost of the same amount of power by steam on the most favorable basis would be \$60 per horse power or \$700,000. As it pays to grind wheat at \$60 per year for power, the adoption of water power at one-sixth the cost will certainly revolutionize the trade of the country and will make 'Winnipeg' a collecting and distributing point of importance. Col. Fanning, the well-



WINNIPEG.—VIEW FROM TOWER OF NEW NORTHERN PACIFIC HOTEL—EAST OF MAIN STREET.

and there is a considerable surplus for export. This surplus will continue to increase, until a great wholesale produce center has been built up. This is one of the branches of trade which is destined to become of vast importance in time.

As the supply centre for one of the greatest wheat producing countries in the world, it is hardly necessary to point out that as far as the grain trade of Winnipeg is concerned the city is destined to become one of the largest grain centers on the continent. Indeed it has already practically become the principal wheat market of Canada. The transactions in wheat in the Winnipeg grain exchange are now larger than in the big Eastern cities. This season with an enormous crop the Winnipeg grain exchange is the most active institution of the kind in the Dominion.

Another most important item in the trade of this thriving city is the fur trade. In this line Winnipeg is conceded to be the largest primary market on the continent. There are a large number of buyers in the market here, this always

Treasurer. The company do light and heavy forgings engine and boiler work and millwrighting.

The retail business of a city such as Winnipeg is, as may be imagined, very large and many of the retail establishments are equal to those of larger and older cities. Among those that are a credit to the enterprising place is the pushing firm of W. D. Pettigrew & Co., hardware merchants.

WINNIPEG AS A MANUFACTURING CENTER.

It is now pretty generally known that the city of Winnipeg possesses in the Assiniboine River a source of power which surpasses most of the great water powers in use on this continent. The development of this exceptional power will continue to make the city a great manufacturing center. The Assiniboine drains an area of 60,000 square miles. Its flood discharge is estimated at 40,000 cubic feet per second and the lowest known discharge at 700 cubic feet per second, the average low water discharge being about double the last mentioned amount. Perhaps one of the greatest points of interest and certainly one of

known Minneapolis engineer who has examined this great water power, unhesitatingly declares that Winnipeg is destined to become a great manufacturing center. Already many manufacturers have discovered the advantages the city offers and have located here.

The brewing industry has grown to immense proportions in Winnipeg during the past few years, the consumption of ales and beers in the province having increased even out of proportion with the increase of population. The two leading breweries of the city are the Redwood and Empire, both of which are large concerns. The Redwood is the pioneer and is conducted by Mr. Edward L. Drewry one of the most popular men in the country and a gentleman recognized as among Winnipeg's most public-spirited citizens. The fine ales, extra porter and Premium lager manufactured at the Redwood are known and sold from one end of the country to the other. The Redwood is the most extensive institution of its kind in Western Canada. The Empire Brewery has only been established a short time but already

it has made a reputation that is earning for it an enormous trade all through the West. The output of the Empire for a young industry has been really wonderful, it having "placed" its goods as far West as the Pacific Coast and East to the Ontario boundary. Mr. William Clougher is President of the Empire Company, Mr. Joseph E. Hannah, Vice President, and Mr. Chas. Newton Secretary and Treasurer.

THE BANKING INTERESTS.

There is no city in the world of its population that is as well provided with banking facilities as Winnipeg is. Every leading chartered bank of the Dominion, with one or two exceptions, has a grant here, and there are one or two private banking houses. Amongst the leading banks are Union Bank of Canada, the Bank of Ottawa and the Commercial Bank of Manitoba. The latter, which is purely a local institution, although a comparatively few years in existence, has made a remarkable showing, thanks to the energy and business ability of its president and general manager, Mr. Duncan Macarthur, whose name from the early days has been intimately connected with the banking of Winnipeg. The Commercial has branches in Minnedosa, Mandan and Portage la Prairie, and is doing a large business in those

Dominion of Canada, and the milling industry of Winnipeg is now very extensive. This will be all the more surprising to the visitor when he is informed that the first roller mill in this country was established only eight years ago. A large number of men now earn their livelihoods in the mills of Winnipeg. The Ogilvie mill alone employs a small army of employees. It was established here in 1882 although it may be stated that the excellence of the wheat grown in Manitoba was appreciated by the Ogilvie Company long before this and they took Manitoba grain out of the country down the Red River before there was railroad communication. The total milling capacity of this company is nearly 6,000 barrels per day this including the large mills at Winnipeg, Montreal, Goderich and Seaforth. It was the first to open a system of handling elevators throughout Manitoba. The quality of the flour manufactured by the company—Ogilvie's Hungarian and Strong Baker's has in itself proved a powerful source of benefit to Winnipeg and Manitoba generally as it has drawn attention to the quality of the wheat grown in Manitoba. These two brands are pre-eminently the best in the world not excepting the famous Minneapolis flour.

Another industry of this character which is a credit to the city is Nairn's oatmeal mill, which was established by Mr. Stephen Nairn in 1884. Through the enterprise of this gentleman and the excellent quality of the oatmeal made the business has rapidly grown until it is now one of the most extensive in the country. Nairn's oatmeal is now known all over the Dominion of Canada and none other is used in the West.

EDUCATION IN WINNIPEG.

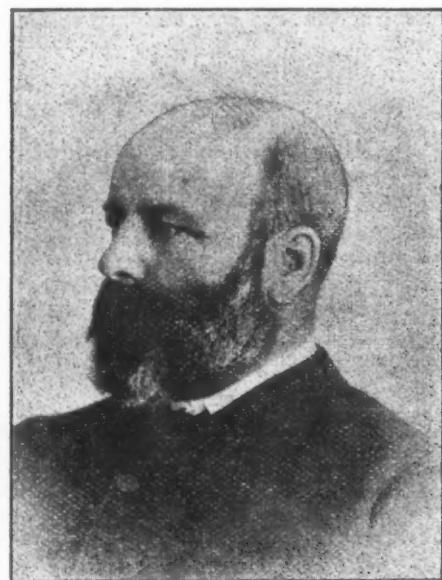
The educational facilities of Winnipeg are unsurpassed and the school system is a credit to the young city. In addition to the elementary and secondary schools in operation, there are four denominational colleges, St. John's, Manitoba, St. Boniface and Wesley, these making liberal provision for the higher education. These colleges as well as the Manitoba Medical College, also situated in Winnipeg, are in affiliation with the University of Manitoba which alone has the power of granting degrees. There is in addition to these institutions a normal school devoted exclusively to the professional training of teachers who have previously received the requisite academic education. There are some fifteen public school buildings containing about seventy-five rooms. All of these rooms are in actual occupation and are furnished with seats and desks for about 3,500 pupils. Nearly all of these buildings are of brick and have large well-lighted and well ventilated rooms. commodious playgrounds have been provided. The estimated value of the sites and buildings is about \$225,000. The furniture is valued at about \$25,000. The expense of maintaining the schools is about \$50,000 per annum. About 3,500 pupils are enrolled and about sixty-five teachers are employed. With a school system intelligently conceived, faithfully administered and liberally supported, in addition to the other agencies mentioned, it is safe to say that Winnipeg offers unusual facilities for the education of the children of all who make Winnipeg their home.

The pioneer college is St. John's which was established some thirty years ago as the Red River academy. Winnipeg was then known as Fort Garry and consisted of a few log huts. A magnificent structure has superseded the old academy. It is of the Episcopalian denomination. St. Boniface College, Roman Catholic, started with a school in 1818. In 1885 the college was erected and is a beautiful edifice costing over \$100,000. Manitoba College, Presbyterian, was established in 1871 and the building now occupied, which is only a third of the building as planned, cost \$50,000. Wesley College

Methodist was established in 1888 and is soon to have a handsome building. The Medical College was established in 1884 and has a well arranged building. The University is a teaching as well as an examining body.

THE LANDS AROUND WINNIPEG.

As Professor Tanner, the famous English agricultural authority put it, "around Winnipeg the champion soils of the world are to be found." During the "boom" the lands about the city were run up to an exorbitant and absurd figure and the result of the evil work then carried on was naturally to prevent agriculturists settling in the vicinity of the city. Even when the reaction came the speculators who had purchased these lands were unwilling to let them go at anything like a reasonable figure and it cannot be denied that the growth of Winnipeg was considerably retarded for a time through this cause. However about 1884-5 the foreclosing of mortgages and other proceedings for closing out margin land speculators began and those unable or unwilling to hold longer had to let go and lose heavily by doing so. The consequence is that at the present time lands in the vicinity of the Manitoba capital are now almost as far below their natural value as they were above it several

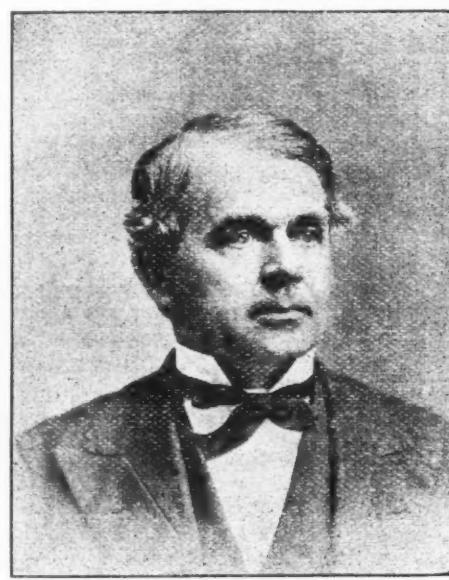


W. B. SCARTH, M. P. FOR WINNIPEG.

towns as well as at the head office in Winnipeg, over which Mr. Rokeby presides. The Bank of Ottawa with a paid up capital of \$1,000,000, with a reserve fund of \$400,000, established its branch here in May 1882, under the management of Mr. Frank H. Mathewson, who is amongst the very few bank managers that survived the boom. The Winnipeg branch is one of the most profitable, if not the most profitable one the bank has, and this was largely due to Mr. Mathewson's personal popularity and his careful and judicious management. It numbers amongst its clients very many of the principal business firms of the city. The Union Bank of Canada, the head office of which is in Quebec, is also a leading monetary concern, with a paid up capital of \$1,200,000. The manager, Mr. Frank L. Patton, is widely known as a shrewd financier, personally very popular, and as a consequence the volume of business yearly transacted at the Union is very large. All these banks are sound institutions, with liberal policies and have handsome offices on Main Street.

MILLING IN WINNIPEG.

The one or two old stone mills which did duty a few years ago in supplying the citizens with the staff of life have been superseded by mills which are not only a credit to the city but to the



JAMES W. TAYLOR, U. S. CONSUL AT WINNIPEG.

years ago, and to agricultural settlers they furnish at the present time probably the best opportunity to secure what can in a short time be made as valuable a farm, as was ever offered in the history of any new country. Inquiries made last year by a joint committee of the Board of Trade and City Council brought out the fact that within a radius of twenty miles of the city nearly one million acres of the most fertile land in the world can be had by settlers at unprecedented low figures. At least a quarter of a million of acres of the moist portion of these lands can be bought for \$3 an acre or less. Another quarter of a million of better quality, comprising mixed prairie and grazing lands can be bought from \$7 an acre, and another quarter of a million of the very best lands under the sun, where settlers can commence breaking sod at once can be had at from \$8 to \$12 an acre. There are now opportunities of securing valuable farm lands around Winnipeg such as will never be offered again.

THE CITY'S POPULATION.

The population of Winnipeg to-day is about 27,000. Twenty years ago it was only 215. The following year 500 were added, and 700 more in 1872. The population in 1874 was 2,000, which in the next year had increased to 5,000, over one-



VIEWS IN WINNIPEG.

third of which was transient. In 1876, the figures were 5,522, and in 1877 over 6,000. Then came the steady influx and in the boom days it was claimed that the increase had reached 25,000, but this was doubtless an exaggeration. For a few years it remained almost stationary, and in 1888, the figures were given as 23,000, not including the large floating population. To-day it is estimated that there are 26,000 or 27,000 residents. The story of its commercial progress is a similar record of gradually increasing wealth, only broken by the boom days when figures and values were largely fictitious.

THE HOTELS OF WINNIPEG.

The hotels of Winnipeg are a credit to the city and cannot fail to impress all visitors most favorably. They are supplied with every modern appliance, every convenience and every comfort. First among them may be said to be the new Hotel Manitoba, a magnificent and costly structure recently erected by the Northern Pacific Railway, which is only equalled in size among Canadian hotels by the Windsor of Montreal, and will be surpassed by none in the furnishings and management when completed and opened to the public. For architectural beauty it is unsurpassed as the admirable cut from a photograph taken by Mrs. Carr, in this issue shows. The "Manitoba" which indicates the great enterprise of the Northern Pacific, will undoubtedly rank amongst the leading hotels of America, and be an additional inducement for tourists to visit Winnipeg. The Clarendon, managed by Messrs. Rutley and McCaffrey, is another large and elegant house enjoying great popularity, and the Queen's Hotel has long been known as "the palace hotel of the Northwest." Mr. James O'Connor is proprietor of the latter and Mr. Fred W. Sprado the manager. The traveler will find as good hotel accommodation in Winnipeg as in any city on the continent double its size.

WHAT WINNIPEG POSSESSES.

What does Winnipeg possess? Well, among other things worth mentioning she has branches of all the leading Canadian banks, branches of all the great Canadian and English loan and land companies, agencies of leading Canadian, British and American life and fire insurance companies; an active Board of Trade and grain and produce exchanges; ably edited daily and weekly newspapers; excellent telephone, telegraph and messenger service. Two electric light and one gas company; street car lines on all principal thoroughfares; many miles of water mains; an excellent sewerage and drainage system; a splendid police force and fire brigade and unexcelled fire alarm system; eighty-three miles of graded streets, ten miles of paved streets and 120 miles of plank sidewalks; five colleges, normal school, fifteen public school buildings and twenty-one churches. Besides this, it has a world-wide fame, its name being familiar all over the civilized globe; it has a prosperous present and a bright future, never so bright as at the present; it has a continually increasing population, a gradually growing commercial importance; it has energetic, public-spirited citizens, who are contented with their present lot and hopeful for the future. With these, it is not too much to anticipate that the great strides Winnipeg has taken during the past ten years will be far outstripped in its growth in the coming decade.

GEO. W. HAM.

THE ASSINIBOINE WATER POWER.

"The chairman furnished an admirably suggestive text, so to speak, when he alluded to the marvelous growth, characteristic not only of Canada as a whole, but also of those regions of which Winnipeg is the entrance and rendezvous, and which in consequence has given Winnipeg a celebrity and importance not equalled by many a

city of five times its population, and fifty times its antiquity."

The above extract from a speech delivered by the Earl of Aberdeen in Winnipeg on the twentieth of October, 1890, describes in as brief a space as possible the reasons of the rapid and continued growth of Winnipeg, a city whose population has increased over 20,000 in the last ten years, and at the present rate of progress will increase 40,000 in the next ten years. Practically every person and every pound of freight going into the vast and fertile regions of Western Canada, passes through Winnipeg, and all the requirements of those immense Territories are supplied directly by or through Winnipeg. With all its commercial advantages the city has hitherto suffered from its want of cheap manufacturing power, though many industries, protected by the long haul and railway freight, are in a flourishing condition. When it is stated that already nine lines of railway centre at Winnipeg, and that these lines are fast throwing out branches, that the lines west of Winnipeg and tributary to it aggregate to-day 2,800 miles where ten years ago there was not a single mile, the importance of the city as a manufacturing centre will be apparent.

Some of the commodities which are in demand and which can be manufactured here at a handsome profit are—flour, furniture, building paper, barbed wire, linseed oil, manufacturers of flax, woolens, agricultural machinery, dressed lumber, doors, sash, leather, etc. Notwithstanding the great cost of steam power—from \$100 to \$300 per annum per horse power—many of the above industries are now carried on successfully.

For the past three years many of the most prominent members of the City Council, Board of Trade, and others, seeing the necessity for cheap power for manufacturers, have exerted themselves to procure the development of the water power of the Assiniboine River in the city limits. Surveys have been made and reports show that a power can be developed on the Assiniboine ranging from 2,000 horse power at extreme low water to 5,000 horse power at ordinary low water and 10,000 horse power at high water.

The Assiniboine at Winnipeg has a drainage area of about 58,000 square miles. The current is generally sluggish. About five miles above its confluence with the Red a series of slight rapids occur. The banks on the lower portion of the river are clean cut, without lateral valley, and are about forty feet above the bed of the river. The formation is clay resting on a bed of hardpan and boulders at a depth of from fifty to seventy feet below the surface. The hardpan and boulders are about twelve feet in the river and lie directly on the limestone formation. The minimum discharge of the river has been estimated at about 800 cubic feet, and the maximum discharge at 40,000 cubic feet per second. The minimum has occurred only once in the last fifteen years, and then after a succession of very dry seasons. The Assiniboine being almost entirely a prairie river, the evaporation is enormous, and accounts, in a measure, for the extremely small minimum flow of about 0.014 cubic feet per second for each square mile of drainage used.

Much can be done to increase the minimum flow by the construction of small dams and banks at the head waters of the river, and as cultivation advances and trees are planted, the evaporation will be sensibly checked and the flow correspondingly increased.

Should it be found that more power can be used than the ordinary flow of the Assiniboine will supply, the quantity of water can be supplemented by drawing upon Lake Manitoba and the Saskatchewan River. In this way the power can be readily increased to a minimum of 10,000 horse-power.

The works necessary to make available the power of the Assiniboine will cost about \$300,000,

exclusive of locks and canals for navigation. Plans of the structures have to be made and approved by the Dominion Government. The location of the works on the Assiniboine will be near the C. P. R., St. James Bridge, about two and three-fourths miles in a direct line from the post office.

The dam will be constructed of stone-filled cribwork, 600 feet in length, forty feet wide at the base, and eight feet wide on top. The foundations will be carried to the limestone formation referred to above, which at the dam site is about twelve feet below the level of the river. The dam will be close sheltered on the back and face by heavy plank and timber at distances of forty feet apart. Masonry or cribwork piers will rise from the main dam to a point about ten feet above the proposed upper level of the water. The piers will support a bridge carrying two floors, the lower of which will be used to work the flash board frame and the upper will carry a traffic roadway. Owing to the flood discharge of 40,000 cubic feet per second, the permanent top of the dam cannot be carried up to the working level; above the top of the dam the water will be held by a system of movable flash boards. The dam will be flanked by suitable masonry wing walls. The power canal will be constructed on the bank and will extend from above the dam down stream and parallel with the river. The mills and power houses will be situated between the canal and the river. The main canal as well as the separate mill privileges will be furnished with suitable headgates. It is proposed to make the canal about thirteen feet in depth, giving an ample margin for contraction of the channel by surface ice. It is expected that about 3,000 horsepower will be rented, for which an average of \$25 per annum should be obtained, making a gross return of \$75,000 per annum.

The City Council of Winnipeg has for the past year advertised largely, and has been in negotiation with several parties for the construction of these works, and it is altogether likely that within a short time arrangements will be concluded which will insure their early completion. The City Council having assumed the responsibility and expenses of ascertaining the feasibility of the undertaking and of laying down a practicable plan of construction as well as obtaining the necessary legislation to enable it to be carried out, rightly think that the city should obtain some substantial benefit from the construction of the mills. It is likely that any company undertaking the construction of the mills will be required, among other things to furnish the city with what power it requires for water works and electric lighting at a large discount from the ordinary commercial rates. No matter how favorable an arrangement is made, the indirect benefit obtained from the construction and operation of the works will largely exceed the direct benefit.

The utilization of this power to its full capacity would build up and support a city of 50,000 people. When to this is added the other advantages of Winnipeg it is clear that its people are justified in their expectation that in the near future it will be one of the great cities of the continent.

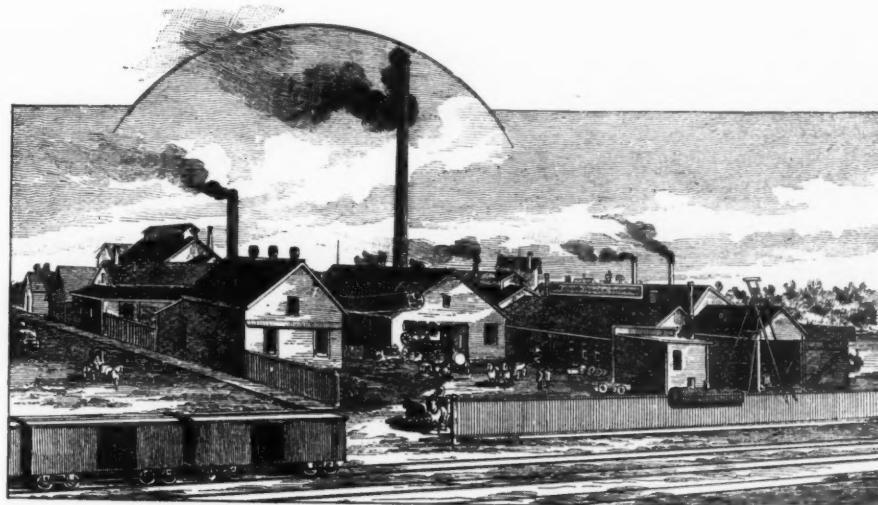
H. N. RUTTAN,
City Engineer, Winnipeg.

PORTE LA PRAIRIE AND VICINITY.

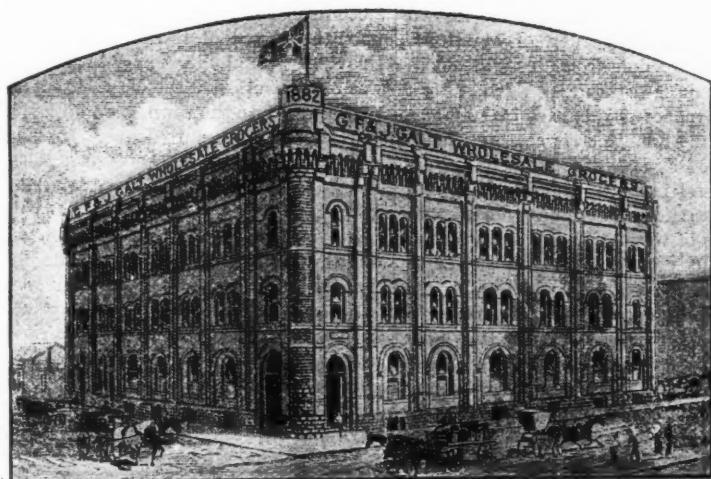
The enterprising town of Portage la Prairie, a partial view of which is given in the accompanying cut, is situated in the very centre of Manitoba, near the Assiniboine River and on the Canadian Pacific Railway line, fifty-six miles west of the City of Winnipeg and is the western terminus of the Portage Branch of the Northern Pacific and Manitoba Railway. It is also the southeastern terminus of the Manitoba and Northwestern Railway, which runs northwesterly through a fertile



GEO. FOULDS.



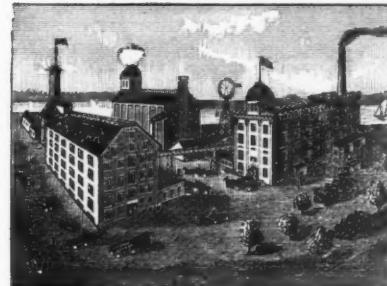
THE VULCAN IRON CO.'S PLANT.



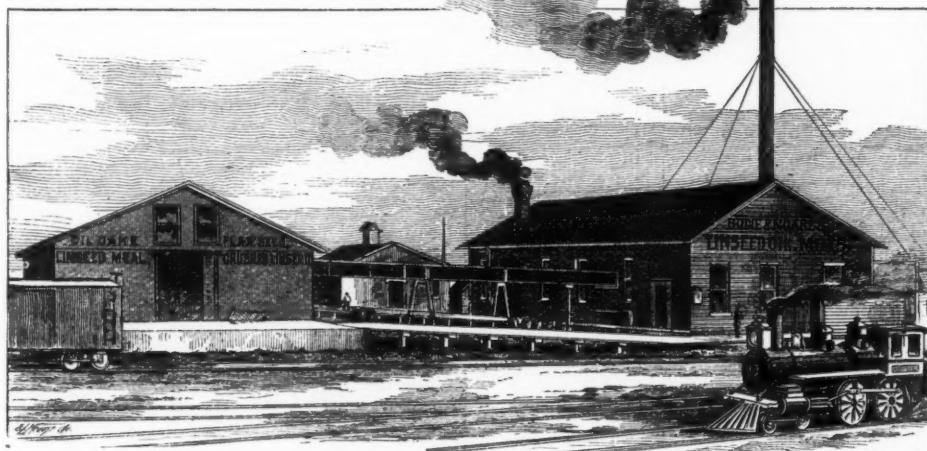
WHOLESALE GROCERY HOUSE OF G. F. & J. GALT.



THE CLARENDON HOTEL.



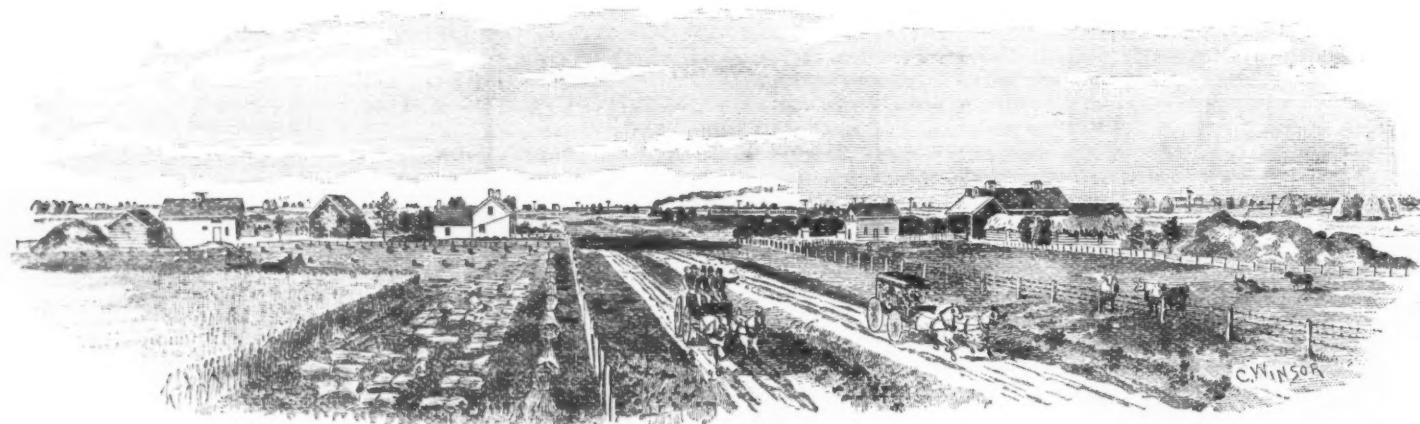
DREWRY'S REDWOOD BREWERY.



LINSEED OIL MILLS OF BODIE & NOAKES.



THE QUEEN'S HOTEL.



A MANITOBA FARM SCENE—NEAR PORTAGE LA PRAIRIE.

region of Manitoba and the Northwest Territories, a distance of about 225 miles, its immediate object being to reach Prince Albert, a growing town on the Saskatchewan River 500 miles distant, and its ultimate destination being probably a terminus on the Pacific Ocean, thereby forming the most northern route across the Rockies. Another railway—the Lake Manitoba Canal and Railway—has during the past year been chartered by the Government of Canada, and has a land grant of 6,400 acres of Government land per mile. It is projected to run northerly from Portage la Prairie

the railway facilities are good, and as settlement goes on in the fertile plains to the north and south along the Portage Branch of the N. P. & M. Ry., that its trade, population and commercial importance must largely increase. Portage la Prairie is situated in one of the oldest settlements in Manitoba. Settlers as early as 1860 began to come in and settle on the beautiful prairies to the north, east and west of it. These prairies, called the "Portage Plains" soon became known far and wide as the very garden of Manitoba, whose fertility and freedom from drought, flooding and frost made it a farmers' Eden. As a result of these beneficent qualities of soil and climate, no portion of Manitoba is so thickly settled as the Portage Plains. The visitor in August drives for miles and miles in all directions and finds seldom a quarter section (sixty acres) that is not a golden sea of waving wheat, and a month later from a slight elevation the wheat stacks will be seen to dot the plain by thousands. So fertile are these fields, cropped in many cases for ten to twenty years, and so certain is the yield that the wheat crop is what the farmers almost entirely depend upon. Flocks and herds of any size are seldom kept except on the outer limits of this great plain where low grass lands are found. All over this plain are found very many farmers who settled on it a few years ago with a capital of \$500 and \$1,000 who now own 500 to 1,000 acres, and are in independent circumstances. Farm lands in the immediate vicinity of the town are held at high prices—\$30 to \$50 per acre; farther away at \$5 to \$25, according to locality and improvements. By the building of the Portage Branch of the N. P. & M. Ry., a large amount of excellent land lying south of the town and Assiniboine River has been thrown open to the settler and can be had at very moderate prices ranging from \$2 to \$10 per acre. These lands are in township ten and eleven in ranges three, four and five west of the first meridian. They are being rapidly bought up by farmers. There are also many excellent farm lands in townships nine, ten, eleven and twelve in ranges eight and nine west of the town to be had cheap. They are dotted more or less with poplar, bluff and scrub, and so long as clean prairie lands could be got were avoided by the settler who had an unfounded prejudice against scrub. It is now found to require very little labor to remove it and these lands will soon be all taken up. Along the Assiniboine River there is poplar and oak bush in abundance for firewood purposes, and fuel is comparatively cheap, poplar cordwood being got at \$2.25 to \$2.50 and oak for \$3 to \$3.25 per cord.

With an extensive and fertile country surrounding it, with unsurpassed railways radiating in all directions from it, it will be seen that the future of Portage la Prairie is assuredly a prosperous

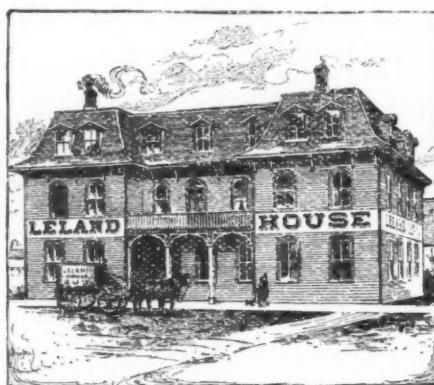
one. In 1880 just before the advent of the Canadian Pacific Railway it had a population of 300 or 400. The construction of that railway, and of the Manitoba and Northwestern Railway and the "boom" which followed increased the population in 1882 to 2,500 or more. The depression in Manitoba, following the boom period, was badly felt in Portage la Prairie, where the real estate fever was high. The population decreased to 2,000 in 1885 but the tide soon slowly turned and upon the advent of the N. P. & M. Ry. into the Province whereby the freight carrying monopoly was broken up, and the building of a branch of that railway to the town, it rapidly sprang ahead and still continues to do so. Its population is now estimated to be between 3,500 and 4,000, being the largest place in Manitoba outside of Winnipeg.

During the past Summer there was quite a building boom mostly of private houses, the demand for which is great, and is not nearly satisfied. In the Spring building will be very active. Electric lighting has recently been adopted, the Central Electric Company, a local company having now about 1,200 incandescent lights installed. The town has 100 stores of various kinds, six fine hotels, two foundries and machine shops, three lumber yards, three planing mills. A large first-class flour mill with a capacity of 300 barrels per day and lighted by electricity, four elevators, a paper mill of large capacity always running full time making building and wrapping paper, and a number of other small industries. From its central location, and with cheap wood fuel and living, it offers better advantages to the intending manufacturer than probably any other town or city in the Province. The amount of grain marketed off the plains tributary to Portage la Prairie is this year nearly 2,000,000 bushels of wheat, besides 300,000 or more bushels of oats and barley, making it an important grain centre. The real estate market is fair,



HON. W. GARLAND, MAYOR OF PORTAGE LA PRAIRIE.

to the southwestern shore of Lake Manitoba, thence northerly about 100 miles to the newly opened Lake Dauphin region in which there are thousands of the choicest homesteads to be found anywhere in the Northwest, and which are being rapidly taken up by settlers. This railway having a land grant is certain to be built within eighteen months, and will be an important trade feeder to the town, and the Northern Pacific and Manitoba Railway. The train service to Winnipeg, the capital of the Province, is greater than that of any other town in Manitoba. The Portage Branch has a daily service each way, and the C. P. R. has two passenger trains each way daily and one train on Sunday, every other day the M. & N. Ry. send a passenger train over the C. P. R. line to Winnipeg. It will be seen that



THE LELAND HOTEL, PORTAGE LA PRAIRIE.

there being during the last two years a considerable number of lots changing hands; prices in that time have doubled and trebled but are still low and there is a distinct upward tendency. Business sites on Saskatchewan Avenue, which is 132 feet wide and the principal street in the town, can be had at from \$30 to \$75 per foot frontage, and beautiful residence lots at from \$2 to \$5 per front foot. Within the next year or two these figures are sure to be doubled.

The court house and jail of the central judicial district (about one-third of the Province,) is situated here. The Central school building is a large, fine solid two-story brick structure capable of accommodating 800 children. The Home for Incurables is a recently erected Government institution, and is the most beautiful building in the place. It is of solid brick, with a double tier of verandahs, and presents a fine appearance as seen from the windows of passing railway trains.

With its many advantages and advantageous surroundings Portage la Prairie is sure of a steady, solid growth and of continuing to be the most important Manitoba city outside of Winnipeg.

SMITH CURTIS.

BRANDON, THE "WHEAT CITY."

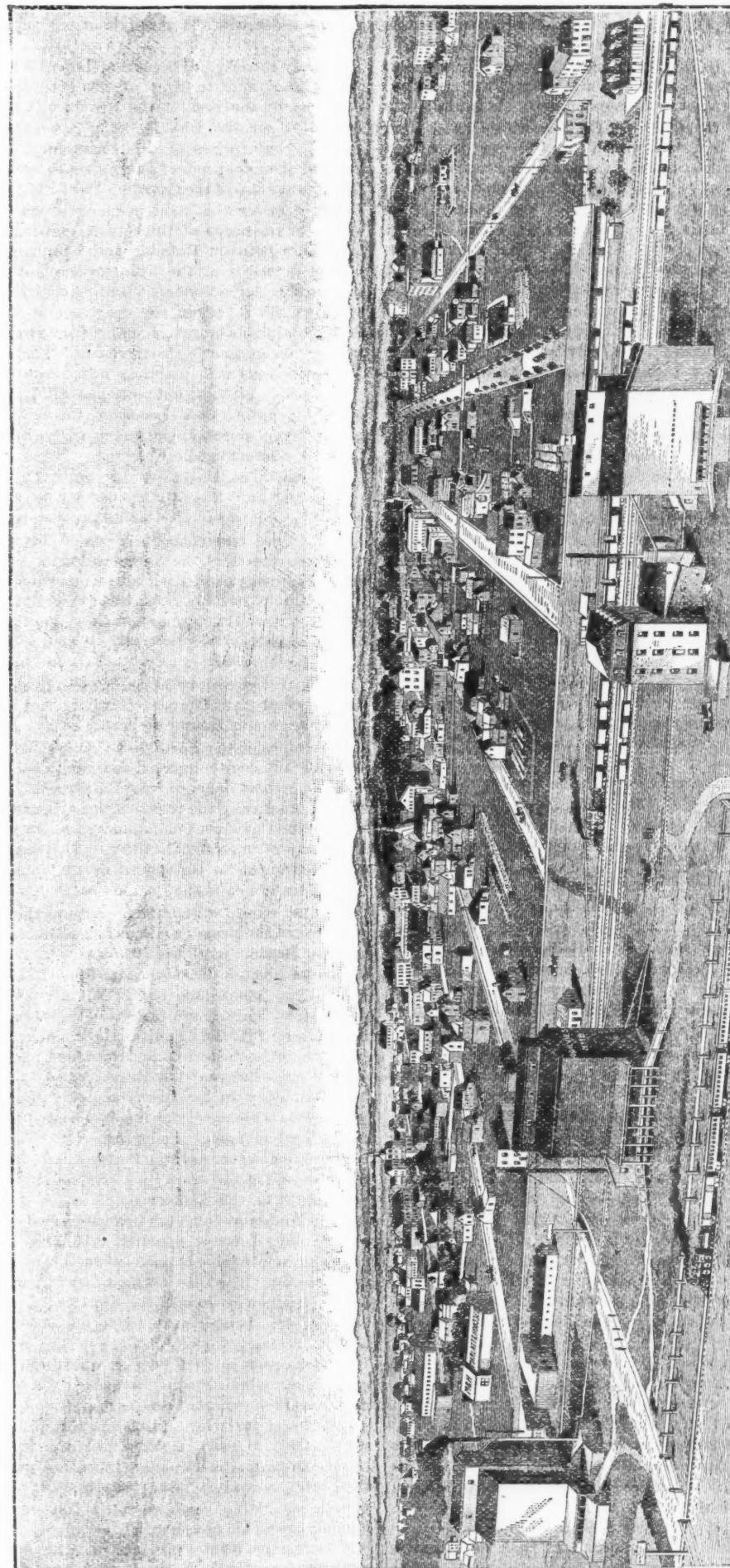
The city of Brandon is in point of population and importance only second to Winnipeg, the capital of the Province of Manitoba. Situated on the south bank of the Assiniboine River it enjoys many natural beauties and attractions as well as solid advantages. Its elevation affords a pleasing variety when compared with the average prairie city, while the hygienic conditions with which it is favored can scarcely be surpassed. Only about eight years ago its present site was chosen and in that short length of time a very beautiful and well-built city has been erected that gives every assurance of increased prosperity and influence.

The municipal organizations of the city are well settled and her affairs well administered. Prudence and economy, with a watchful and liberal regard for the growing needs of her citizens, have certainly characterized the conduct of her affairs. First-class streets and sidewalks have been well built and are in good condition. The fire department is well equipped and thoroughly efficient. Two steam fire engines and a chemical engine with a hook and ladder company afford ample protection against fire. A small police force testifies to the law abiding character of her citizens and affords ample protection to property and society. The erection of new city buildings has just been begun, which, besides being a decided ornament, will afford better accommodation for the transaction of business.

A marked characteristic with Manitobans is their conspicuous regard for the education of their children. Brandon is foremost in this matter having primary, intermediate and high schools of importance. Already they are undertaking the erection of a large and more commodious building for the central school and it will not be doubted that her present high rank will be maintained and ample provisions will be made for her future needs in this most important department.

Being the capital of the Western Judicial District (of which there are only three in the Province,) a court house and jail are located here. The judge, sheriff, clerk of the crown and pleas and other judicial district officials reside here. The land inspector's office for the registration district is also located here. The increasing business in this office has necessitated the erection of a very fine building which will be ready for occupation in the course of a month or so.

There is also in course of erection by the Dominion Government a very fine building to be



VIEW OF PORTAGE LA PRAIRIE, MANITOBA.

used for post office, customs office and Dominion land office. It may be remarked that the Souris Dominion land district, whose headquarters are at Brandon, is now the largest and most important one in the province. The volume of business at present being transacted in this office certainly warrants the Government in providing the most satisfactory accommodation. The Provincial Government lately erected on a fine elevation across the river from the city on the east side, a building to be used as a reformatory for boys. At a short distance to the west of this the Dominion Government has established an experimental farm. The location at this point was made after an extended and very careful examination of many other portions of the Province and upon the report of the Government inspector who expressed his decided preference for it. Experience has amply attested the wisdom of the choice. This will undoubtedly prove of incalculable value to the agriculturists of the Province, and will certainly continue to be one of Brandon's greatest attractions. The farm is under very capable management and seems to be accomplishing most admirably the purpose for which it was designed.

The East Brandon Agricultural Association has very fine and convenient grounds, with main buildings, stables, etc., ample for all present needs one would suppose. The Turf Association has an arrangement by which they also use the grounds. A capital track has thus been secured.

The electric light company, which supplies a very excellent service, has evidently prospered as it is just completing a much larger power house that is being fitted up with the most approved equipment.

The city is well supplied with churches, all the leading denominations being represented. The seating capacity of these afford most satisfactory evidences of the church going habits of the people.

A steam sawmill well furnished with very fine machinery supplies certain qualities of lumber at moderate prices. There are several planing mills, door, sash and blind factories, etc., that greatly facilitate and cheapen building operations.

Three of the principal banks doing business in the Dominion have agencies here. That they have been doing a profitable business and are well satisfied with future prospects is shown by the fact that two of them are now erecting expensive and commodious buildings and the third one is likely to follow suit next season.

Of hotels there appears to be a liberal supply but it must be confessed there is still room for a first-class one with accommodations superior to those offered by any at present in the city.

There is no apparent lack of stores. All the different branches of trade seem to be well represented while the extent and character of the stocks indicate a wholesome rivalry in a market in which customers with a generous supply of money, have ample opportunity to gratify their tastes, however refined. A considerable jobbing trade has already sprung up. As the whole of Western Manitoba is naturally tributary to Brandon and all the villages and towns are easy of access by trail or railway, it is not surprising to learn that all classes of trade have received most encouraging patronage, nor, when the whole situation is considered, will it be a matter for wonderment if the future trade of the city shall in every department increase and develop more rapidly than it has yet done.

The Brandon horse market has acquired more than a local reputation. Every year a very large number of horses are disposed of here. Horse-dealers having become aware that the farmers from many districts were accustomed to go to Brandon to purchase horses as well as other supplies were not slow to appreciate the situation and supply the wants of the market in this respect. It

has resulted from this that horses of any desired class may be had here at almost any time and at prices determined by keen competition. This doubtless explains why so many fine horses are seen on the streets and throughout the adjacent country.

Already the city has become an important railway center and looking at its geographical relations to the rest of the Province it is not difficult to perceive why Brandon has attracted so many enterprises of this character. Until recently it was dependent solely upon the regular through service of the Canadian Pacific Railway. Lately however this road has made special provision for the needs of the city by putting on a local train between Brandon and Winnipeg and otherwise modifying the train service and tariff to afford better accommodation. About a year ago the C. P. R. began the construction of the Souris coal fields branch running from Brandon to the famous Souris coal fields. When completed this road will doubtless bring coal to the city at prices hitherto unknown and will thereby greatly facilitate and encourage the establishment of many more manufacturing establishments than are now engaged.

The Northern Pacific & Manitoba Railway which was only recently opened up for traffic runs through some of the finest districts in the Province and connects Brandon with the American system of the Northern Pacific. This road has already excited a heavy competition that must result in continually increasing benefit to the whole country. A handsome new passenger station and commodious freight building, centrally located, together with a large elevator are among the improvements already completed by the newly arrived company. Here as elsewhere they show their intention of taking the lead.

Fifty miles of the Northwest Central Railway have already been completed and put in running order. A short distance from Brandon this road follows practically the route of the original survey for the Canadian Pacific and passes through a country of unrivaled fertility. This road is projected to run to Butterford or to Edmonton and ultimately on to the Pacific Coast.

Another season will doubtless witness the construction of the Brandon & Southern Railway connecting Brandon with the Deloraine coal fields, thus affording another source of supply of cheap coal. It may be noted too that the Northern Pacific & Manitoba Railway are under contract to run a branch road into the magnificent coal fields lying just outside the western boundary of the Province. It will thus be seen that Brandon and the districts tributary to her are abundantly supplied with roads which are calculated to contribute to her natural advantages and prosperity.

There is however nothing that so distinguishes Brandon and at the same time the country surrounding it as the number of elevators it possesses. No fewer than eight elevators and a fine large roller process flouring mill are found requisite to meet the demands of the grain trade at this point. The title "Wheat City" by which she is frequently known, is apparently most appropriate. Brandon claims to have been the largest primary wheat market in the world. Whether or not she will be able to maintain this reputation with all the railways now operated in her immediate vicinity remains to be seen. It is significant of the wheat growing capabilities of the district to learn that within a radius of twenty-five miles of Brandon there are no less than thirty elevators beside warehouses, storehouses, etc., while each season a considerable number are added and more projected.

It is insisted that there are no better wheat producing areas in the world than those surrounding Brandon and generally in Western Manitoba. Certainly the results seem to support this conclusion. The marked prosperity of the city

and its present position afford very satisfactory evidence of the accuracy of the statement. The magnificent quantities of wheat equal in quality and value to any ever grown in the world are perhaps better testimony in the same direction. These considerations supported by the unanimous verdict of the farmers themselves must be admitted as sufficient to dissipate all doubt or scepticism as to the excellence of the lands in the Brandon district. It must be admitted that from what one sees or hears on every hand nature has bestowed her favors with a lavish hand on this part of her domains. Cheerfulness, contentment and almost unbounded hopes are among the characteristics of nearly all the people one meets. That abundant prosperity has crowned their efforts doubtless accounts in large measure for the general satisfaction that appears to prevail. The enterprise, energy and perseverance that characterize the people of Manitoba generally appear to be distinctive of the people of the western part of the Province. Certainly their achievements indicate this strongly. There is an assurance of the future of the Brandon district in its natural resources and the character of the people that can hardly be questioned. The country in every direction is of unrivaled excellence. In whatever way you may turn your course the same fertility of soil, the same richness in hay bottoms, the same luxuriance in pasturage are found. The very conditions required for success in agriculture bestowed with prodigal liberality are among nature's gifts. An abundant supply of fine, good water may be found everywhere. Scarcely any portion of Western Manitoba can be said to have a scarcity of water. Under such conditions it is perfectly evident that grain growing and cattle raising may be carried on most successfully and with satisfactory guarantees of profit. Already fine herds of cattle are frequently seen and their exportation has begun to assume appreciable proportions.

The climate, if the uniform testimony of the people is to be relied upon, so far from being objectionable is highly enjoyable. The temperature does not perhaps differ much from that of St. Paul, while it is less trying than that of Minnesota and Dakota being less subject to wind and other severe storms. It is certainly remarkable that Manitoba has never yet been visited by a storm of a dangerous or destructive character. This Province has yet to make the acquaintance of storms of a cyclonic nature. The immunity enjoyed in this respect is attributed to the topography of the country and to the belts of timber generally interspersed.

The limits of the present article forbid the submission of statistics that would attest to the fertility of this favored country. It may however be stated that in the Brandon district this year the yield of wheat will likely be between twenty-five and thirty bushels and of oats between fifty and sixty bushels per acre taking the average returns from the threshing already done, while barley and other cereals are relatively as high. Root crops are most abundant, many reporting from 400 to 500 bushels of potatoes per acre with a similar average yield for turnips, etc. These facts sufficiently explain the accounts one frequently hears of men who came to this country a few years ago without any means being now worth thousands with good farms well equipped and stocked.

Driving through the country one is surprised with the areas of land still lying in a state of nature. Thousands and millions of acres of land still remain in a virgin condition awaiting the hand of the industrious toiler to pour forth its rewards for honest industry. Manitoba extends a welcome invitation to all who are willing to exert themselves for ample compensation and holds out an assured promise of success. This is particularly true of the western part of the

Province that has few rivals and perhaps no superiors in its natural attractions.

The accompanying map will give some approximate idea of the location of the city of Brandon, its railway systems and geographical relations to the immediately surrounding country. It is situated about sixty miles from the western boundary of the Province, about sixty miles from the International boundary and about 133 miles west of Winnipeg.

Attention should perhaps be directed to some of her own pressing needs which may attract the attention of contractors and capitalists. Among these are water works and sewerage, which are daily becoming a greater necessity. A first class hotel is much needed and ought to prove a good investment. In such a magnificent wheat growing district flouring mills should prove highly profitable. With the prospects of cheap fuel now so near realization manufacturers of different kinds will be specially attracted to this point, and particularly so when it is immediately surrounded by as well settled population and possesses such excellent railway facilities. The jobbing trade of the city is likely to be rapidly increased when its convenience to the larger portion of the population of the province and its great accessibility are considered.

We have no hesitation in recording for the consideration of the readers of this article the many varied and attractive inducements offered by the city of Brandon and the districts tributary to her. There can be little doubt that her future will be as gratifying as her present is bright and assuring. There are ample opportunities and they seem to be golden ones. Those desiring further information about Brandon and tributary country should address the Mayor or City Clerk of Brandon, who will willingly answer all inquiries.

A. KELLY.

MANITOBA-NOTES.

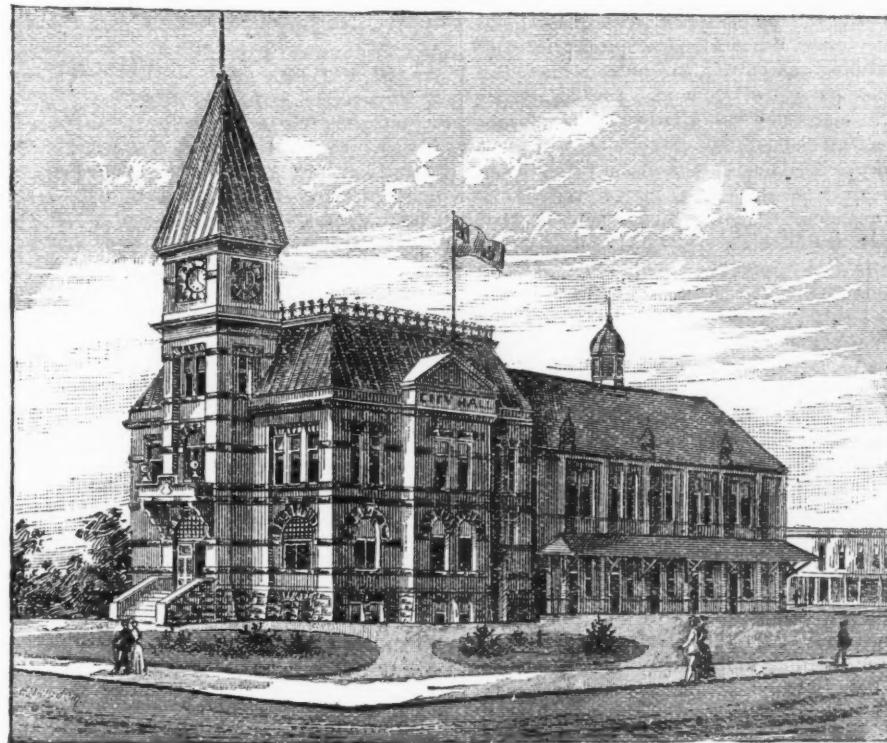
George Foulds, whose portrait appears on one of the preceding pages is one of Winnipeg's representative men who came here seventeen years ago and having unbounded faith in the future of this city invested largely in real estate, which to-day is very valuable. Mr. Foulds has also invested largely on the Pacific Coast and in the Saskatchewan Valley at Prince Albert. He has traveled extensively, having visited India, Australia, South America, New Zealand and other countries of the old world, but in all his travels has not found any place that suits him as well as Winnipeg.

The financial interests of the Province are well represented by the firm of Osler, Hammond & Nanton, Winnipeg, being the Northwest house of the firm of Osler & Hammond, of Toronto. They are large dealers in railway and Provincial debentures and have a considerable reputation for successfully floating a number of the large Government, city and municipal loans. Their most recent undertakings were in connection with the building of the Qu'Appelle, Long Lake & Saskatchewan Railroad and the Calgary & Edmonton Railway. The money for these undertakings have been raised through them, and the land department for each company being in their hands. The firm is widely known in real estate transactions, and have large interests in ranching, and are agents also for the Ontario & Qu'Appelle Land Company. They are the managers in this country of the North of Scotland Canadian Mortgage Company, doing one of the safest and most extensive loan business in Canada.

The Leland Hotel, the leading hostelry of Portage la Prairie, was built by the Hudson Bay Company six years ago and for a time was used as the Lansdowne College. William Nevins, the present proprietor, purchased the building two years ago, having prior to that time conducted the hotel now known as the Rossin House. Mr.



MAP SHOWING THIRTY MILES AROUND BRANDON, MANITOBA.



BRANDON.—THE CITY HALL.

Nevins came to Winnipeg from Ontario sixteen years ago and like many another now prosperous resident of the Province, was practically penniless. Since establishing himself in the hotel business his hostelry has become the popular resort for the traveling public. It is located on the main street of the town, two doors from the postoffice and is supplied with all the modern conveniences to be found in a first class city hotel.

"You'll find it in Waghorn's Guide" is the familiar motto of this publication, the publishers adopting as a trade mark the universal testimony concerning it. It covers a large range of information and is of a size specially suited for the pocket. It is a Guide to travel by rail, stage, ocean and lake and is a pocket business directory to Manitoba and the Northwest, embracing tables of constant use and much valuable information that cannot be readily found elsewhere. It contains engraved maps of the City of Winnipeg, of the Province of Manitoba and of the Dominion. The centre portion is adapted for use as a diary. The Guide was established in 1884 and has steadily grown in favor and public confidence and is a standard guide and reference on all matters with which it deals. It is published monthly at ten cents and annual subscriptions of \$1. The late Premier of the Province says concerning it: "As a compendium of useful knowledge it cannot be excelled, and is well worthy of being patronized by every person either seeking or wishing to disseminate information. I have no hesitation in commending this useful work to all business men, and especially to immigrants, for the reliable and comprehensive information it contains."

VALLEY OF THE SKAGIT, WASHINGTON.

The great shortage of this season's oat crop throughout the agricultural sections of the Union will give increased notoriety to the famous out producing district of Puget Sound—the fertile reclaimed tide lands of Skagit County, the granaries of which are now filled with a bountiful crop. The redeemed lands of Skagit County, comprised by the Samish and Swinomish flats, the delta of the Skagit, the Beaver marsh and the recently opened Olympic marsh, are among the most productive in the world. This land produces from eighteen to 100 bushels per acres. The Swinomish and Samish flats present the results of one of the most successful experiments in reclaiming and cultivating land from the sea ever made outside of Holland. The Swinomish flat is the oldest and best improved. It comprises between 20,000 and 25,000 acres of land, reclaimed by dykes, and divided into well-improved farms. It extends from the north fork of the Skagit northward along the Swinomish slough of Bayview. It has all been reclaimed and improved within the last twenty years. Its soil is of great depth and fertility, formed by the Skagit. For centuries this rushing river, evading the Cascades, deposited its silt into the broad bay, at one time covering the entire flat of which the narrow Swinomish slough is all that remains. This silt, washed up by the waves and distributed along the shore northward and southward from the river's mouth by the tides, formed the Skagit delta and the Swinomish flat. When the first settlers of Swinomish flat, along in the '70's, began dyking it in, it had risen from the sea and was only covered by the extreme tides of June and December. The situation of these lands adjoining the narrow Swinomish slough, protected from the heavy seas of the straits by the natural breakwaters of Whidby and Fidalgo islands, made their redemption comparatively inexpensive and practicable. Earthen dykes, eight or ten feet in height, are all that are required to keep back the tides. Care is required, however, to keep the dykes in order. The salt water holds

such enmity to vegetable life that it ruins the crop for two years when it once breaks through and saturates the soil.

One year ago last Winter, during the high tide, while a westerly gale was blowing, a dyke gave way and flooded 600 acres for R. E. Whitney and A. C. Sisson. Their orchards were killed and the land is still barren.

This is the greatest calamity that has ever visited the reclaimed lands. The high tides of the waters of Puget Sound make good drainage of these lands possible. After the land is dyked and thoroughly dried out it sinks one foot or more below its original level, rendering much of it below the level of the daily tides.

To secure the drainage of this, ditches are provided with tide boxes or valves, through which the draining water runs while the tide is out, but which are closed by the pressure of the rising tide from the outside.

The flat is traversed by sloughs from the Sound, navigable at high tide for steamers such as the Hassalo, Skagit Chief and others which steam up to the granaries built along the slough banks and take cargoes of grain.

The Samish flat is not quite as large in area as the Swinomish, but is equally productive. It embraces the flat formed by the Samish, lying about the town of Edison, extending from the Chuckanut Range to within a few miles of Bay View. It has been but comparatively recently reclaimed, and already has many fine farms. The Beaver marsh is a tract of from 12,000 to 15,000 acres in area, lying just back of the Swinomish flat, in wide, level area, connected with it by a narrow neck extending around the extremity of Pleasant ridge. This was formerly the haunt of the beaver. It is not subject to the overflow of the tides, but has to be protected from the floods of the Skagit by a long levee, extending from its mouth to Avon. The Olympic marsh lies between Bay View and Avon. It contains about the same area as the Beaver marsh, and is just beginning to be cultivated. It was ditched a couple of years ago, and last year the dense brush with which it was covered was slashed and burned.

Many of the farmers of the Samish flat have made fortunes on their farms. They compose, perhaps, the most prosperous and independent agricultural community in the State. Their land will pay interest and taxes on \$300 and \$400 per year.

Their farms are improved with beautiful residences and vast barns and granaries. They have no land for railroad subsidy hunters. They already have the cheapest transportation in the world, provided by natural canals flowing by their granaries. Their chief characteristic seems to be contentment and independence. Kingdoms may wax and wane without their concern as long as the navigation of the Swinomish slough is not interfered with. Their town of La Conner is characteristic of the country of which it is the trading center. It has never had a "boom," nor never tried to have one. It has no real estate agents, and no more additions than it needs. A town of less than 500 inhabitants, its volume of trade is half a million annually. The number of harvester and agricultural implements is remarkably large. The town is built on a rocky knoll, formerly an inlet in the primeval gulf that covered the Swinomish flat and Beaver marsh. Opposite, on Fidalgo Island, across the Swinomish slough, about 250 feet in width, is the picturesque village of the Swinomish Indian reservation. A group of whitewashed cottages are gathered about the mission church uplifting its white cross against the dark pine back of the clearing. About 200 Indians live there. They have reclaimed about 2,000 acres of tide lands which they cultivate. They own their harvester and threshers and cultivate their land after

the approved methods of modern agriculture.

Many bitter maledictions have been invoked upon the peaceful town of La Conner by impatient travelers compelled to wait for hours for the tide within her outer wall in a listing steamer aground in the shallow water at the entrance of the slough. The slough is entered by steamers from Saratoga Passage through a tortuous opening aptly termed the "Hole in the Wall." From the approaching steamer the passenger sees through the apparently solid wall of cliff in front of an opening through which the steamer emerges. Inside there is an enlargement of the surface of the water; which widens, but not the channel. Over this the steamer twists and turns, seemingly executing some intricate imaginary design on the surface of the water. If the tide is high and the pilot is born lucky, she will get through and a turn around the next point brings you to La Conner. But everyone who has traveled up or down the Sound on the mail boat three times, has been stuck at least once. The people of La Conner are now working to secure an appropriation from Congress to dredge the entrance to the slough sufficient to render it navigable at any stage of the tide. It is an improvement that is sorely needed and the commercial importance of the rich region of which it is the outlet would justify the necessary appropriation by Congress.

From the summit of the northern extremity of Pleasant ridge, a few miles back of La Conner, can be seen a landscape of agricultural beauty and wealth unequalled in Washington. The entire Swinomish flat and Beaver marsh are visible from here, stretching out to the right and to the left without a rise or a depression, a sea of verdure as smooth as a mirror lake, dotted with the residences, barns and granaries, and the light verdure of trees and shrubbery. To the northwest in the blue distance rise the peaks of Tunis, Oscas, Cypress and other islands, between which the vision extends through endless azure vistas over the Gulf of Georgia. At this point J. A. Rudene has built a beautiful residence on one of the finest building spots on Puget Sound. To one used to the sombre reflection of landscape clad in the dark verdure of our coniferous forests, this view in the Summer time, when covered in the lighter green of growing grain and deciduous trees, or later, when the grain turns to its harvest gold, the effect of this lighter landscape is most novel and charming. The steamers, when seen moving through the sloughs, with only their upper works and smokestacks visible, present a very strange appearance, apparently floating on the growing grain.

ELECTRIC BULBS IN BED.—"We can give a point to New York people about getting their money's worth out of these little movable electric bulb lights," said a visiting Idahoan the other day to a New York *Times* man. "Out our way we take them to bed with us. For keeping one comfortable on a cold night they are as good as a roaring fire in a room. Rubber bags, tin boilers and other devices for holding hot water get cold. With the thermometer many degrees below zero, as we often have it in Idaho for long stretches at a time, these old-fashioned arrangements would freeze before morning. But the electric bulbs keep one snug and warm always. When I begin to get ready for bed I put the light between the sheets. By shifting it about every little while it takes the chill from the bed by the time I am undressed. As I slide in I push the light down with my feet, and usually fall asleep with it there. It is proof against any blast of cold in the night. I never knew its warmth to fail. It doesn't cost me any more to burn it all night than if I turned it off at bedtime, and if I burned a cord of wood every month in my bedroom and could keep the fire blazing all night I could not be made as comfortable as by this little bulb."

WESTERN HUMOR.

THE LONG AND THE SHORT OF IT.

There was a long man who was named Mr. Short,
And a short man named Mr. Long,
And both of these men were good printermen,
Who worked with a will and a song.

Now short Mr. Long, when he went to his case,
On the top of a stool had to ride,
But notwithstanding that, long Mr. Short
Was constantly there by his side.

That tallest of stools made that short Mr. Long
Just as high as he needed to be,
And a sink in the floor let down Mr. Short
To his own proper level, you see.

And these two printermen, short Long and long Short,
Had each a most dutiful wife;
Their households were happy, and ever were free
From bickerings, envy and strife.

Now the long man's wife was really short,
And the short man's wife was long,
So here was another strong source of delight,
And another sweet strain to the song.

For common politeness demands, don't you see,
When two wedded couples walk out,
That no man shall walk beside his own wife,
But exchange, for the time, throughout.

So when short Mr. Long and long Mr. Short
Took a stroll with their wives any day,
Why short Mrs. Short went with short Mr. Long,
The other two paired the same way.

The short pair forward, the tall behind,
Was their natural way to go—
You see this exemplified, every day,
In the wheels of a wagon, you know.

Moreover the sight was a pleasant one,
That was always delightful to see,
For it showed to all printers how blessed it is
To dwell ever in harmony.

Those printermen came from the far off East,
Where the microbes bud and grow,
And carry grim death to the folks out there,
And the blizzards and cyclones blow.

Across the wide plains and the sterile hills,
To the land of a newer day—
This land of the fit and the home of the brisk—
They came and they came to stay.

They came with their types and a Washington press;
With spirits that nothing could daunt—
Not to speak of their wives and other good things—
To fill up a long-felt want.

The light of the world shone out from their shop,
From the sun of their powerful press,
And long Mr. Short and short Mr. Long
Are peopling this wide wilderness.

—Will Viecher, in *Paihaven (Wash.) Herald*.

Wanted to Stay Where he Was.

The Fremont (Neb.) *Tribune* tells a good story about a local minister who recently preached at a camp-meeting. After the sermon, the customary invitation was given for all who wanted to go to heaven to rise up. All present rose to their feet except one young man who sat back pretty well on the outskirts of the audience. Those who desired to go to heaven sat down. Then all those who wanted to go to hell were requested to rise to their feet, and the aforesaid young man was eyed with a good deal of interest. Still he sat as quiet and composed as a stone. The minister went to him and asked him why he did not rise in either instance. "Wall," replied the husky son of toil, "I don't want ter go anywhar. Fremont's good enuff fer me." And the preacher wended his way back to the altar, and sitting down on the mourners' bench leaned over and tied his shoe.

His Wife was Interested in Religious Meetings.

"There's a pretty good story they tell about a friend of mine," remarked one of a coterie of gentlemen the other day.

"It happened while Sam Jones was holding revivals down at Farwell Hall, and it's just leaked out. My friend's wife became greatly in-

terested in the meetings, and one night when he got home he found a cold supper laid for himself and on the table was this note:

DEAR JOHN—The children are over to Mr. Brown's. I have gone to hear Sam Jones.

"Well, this wasn't very pleasant, but he ate the cold viands and said nothing. The next night he found the house dark as a pocket and very little in the way of edibles—everything stone cold. He was, naturally, exasperated and used a little strong language to himself, but still said nothing to his wife.

"Human nature is only human nature, boys, you know, and when the next night a dark cheerless house and no supper at all greeted my friend, it was more than he could endure. But the climax was capped by this note that he found on the dining-room table:

DEAR JOHN—I don't know where the children are. I've gone to hear Sam Jones.

"That did settle it. He swore both loud and long, raved, turned the chairs and tables in unnatural positions, and inscribed the following to his wife:

DEAR MARY—Sam Jones be-d—d. I've gone on a big drunk.

"And the story goes that he told the truth. Anyway, he didn't appear at home for ten days, and by that time Sam Jones had departed."—*Chicago Mail*.

Was There in 1858.

"Yes," said a remarkable old man at the Bellingham yesterday, "I went through Deception Pass in 1858, and I guess no boat was ahead of me. You see, I came up from Frisco with one hundred miners for the Fraser river diggings, and left them at this place. There wasn't nothing but a one-hoss saw mill here then and big trees and Injuns and the tents of the boys. There must have been 5,000 people here when I arrove. My boat was a little sidewheeler called Queen Esther, and wasn't more'n twenty tons measure. The fellers just hung on to her by tooth and toe nail, we was so crowded. Well, I hadn't laid at anchor more'n two hours afore a Englishman roared over and asked if I could take him to Steilacoom that night; and I said as how I couldn't. He was desput cuss an' said as he would give me a thousand dollars if I'd get him there in twenty-four hours. Now I know it was 150 miles around Whidby, and that to do it (my boat only making six miles an hour), I would have to go through Deception Pass, which had never been did. Let's make it two thousand, and I'll do it or sink. He says hits a go, and we started in the rain and fog at night. We missed the pass and bunted the rocks twice before we got in the pass, and then we had a terrible time. The wind blew through like a whirlpool. It was one grand roar. The tide was running against us twelve miles an hour. The stranger stood at my side in the pilot house, the water dashing over the little boat. Says I, "Go down in the cabin and die comfortable; sit on the best pillows if you want to, and get yer \$2,000 worth, fur we'll all be in hell fur breakfast." We could see a shadowy rock on the left side, and we knew the rocks were only a few rods away on t'other side. Every minute I expected to strike and founder. The roar got louder and louder. One jagged rock and that would be the last. The lookout sed he couldn't see, but he could smell danger. Sez I, above the noise of the wind and waves, "Go inside and take yer smeller along, you son of a gun," and he went in and I run the ship alone. Finally we could tell that we were through the pass by the stillness, and the stranger flopped down on

his bones and thanked God. Just then he seen a light behind coming through the pass, and he sez, "We air poorsood;" an' he rushes down stairs and stuffed the furnace with pitch pine and sugar cured ham, which made a terrible smoke which was drifted back to the poorsoon' boat, and she, not being able to see, was inconsequentially wrecked there and then, and all on board just natchally perished. An' do you know that when we was in the pass and the water was raisin' the dam kingbolt came outen the boat, and it is a wonder that the thinkumbob didn't give way with us. That feller was a murderer and was fleein' from justice. How did we get through the pass when we only run six miles an hour and the tide run twelve agin' us? Well, you don't understand navigation, and if I would tell you you wouldn't know."—*Whatcom Reveille*.

Argumentum ad Hominem.

One of a group of old-timers told a story the other day of the "early settlement." "I cannot remember the name of the man who made the speech," said he, "but it was in the court room and in defense of a man charged with drunkenness. 'Why, gentlemen of the jury,' said he, 'a thing that is habitual is certainly different from a thing that happens sometimes. Now, if I get drunk sometimes, it does not signify that I am in the habit of getting drunk. Why, the most distinguished lawyer in the State of Washington gets drunk sometimes, but he is not in the habit of getting drunk. There's a big difference.' Just then an old lawyer over in the other end of the court room arose, and, looking squarely at the man who was pleading, said 'You are mistaken, sir; decidedly mistaken. I get a little mellow occasionally, but never get drunk.'"—*Seattle Journal*.



HIS FIRST SIGHT OF A MODERN SASH.

Chico Dick—"Don't day nothin' t' hurt his feelin's, Jerry, but jest look at th' bandage!"

Sandy Jerry—"Phew! That's a sufferin' ole locality t' git mule-kicked in, ain't it?"—*From Judge*.

A TRUE STORY.

BY ELLA OLNEY.

A true story is much more difficult to relate, especially when most of the actors therein are known to be living, than one dependent upon the imagination; but I mean to undertake the task, changing only names and not localizing events, and shall trust that among those concerned, only the man to whom my heart went out in warmest sympathy that sad day so long ago, will understand the personal meaning of these pages. Something tells me that he surely will, else why have I after so many years so strangely met him? Why should his presence thrill me? Why has the touching scene followed me through life, recurring now here, now there, and why has its sequel, so far as this life is concerned, come to me unsought, save that it was meant that my pen should convey to him the fact that the wife he so bitterly disgraced, so cruelly deserted, still loves him? The barrier is there, erected by himself, and her lonely heart might break but never can she speak to him.

It was in an Eastern city that I made the acquaintance of the lovely, silvery-haired Mrs. Ellis. We met often in the elegant home of a mutual friend, and though an undertone of sadness pervaded all she said, she never in words expressed a sorrow. From our mutual friend I learned that she had indeed sounded its depths. The wife of an army officer, following the fortunes of her husband, she had seen much of the world, had graced at times the highest social circles, at others, with noble heart and tender hand, had alleviated the sufferings brought on by war, and her beautiful face bore proof that, though she might have erred in judgement, she could never have forgotten the duties of a wife or mother. Alas! it was through a favored son she suffered. She often spoke of her dead husband in tones of conscious pride, and once she said to me: "My dear, when you have lived your life, you will have learned that death is not a sorrow; at least, it should trouble us least of all." My youthful heart, so quick to feel, went out to her in warmest love. Her graceful dignity, her proud

reticence, so rarely found among the old, formed an ideal for my imagination, and when one day the word came that Mrs. Ellis was dying, I could have wept, but for the well remembered words that death was not a sorrow. It was my mission to assist in robing her for the last time, and though my acquaintance with her daughter, in whose house she lived, was slight, they recognized the love I bore their mother and begged that I remain with them until the last sad rite was ended.

Oh, that last night! Can I forget it ever? The family had retired, and I alone—save for the spirit of my dead friend, which seemed living and palpable to me, though not visible to my mortal eyes—sat with the dead casket. The undertaker had come and gone for the last time. I still sat there, wondering where the man who called her mother was wandering upon the face of the earth. I thought, perchance when he hears that she is gone, the loyal love she bore him will bring forth fruit—he will assert his manhood and choose good henceforth, not evil. The wife of his youth I knew to be beneath the roof: also, the beautiful young girl who had

never realized a father's love. They had come mourning the death of their loyal mother, who had given up all she possessed to save her son from a felon's cell, had divided with them the pension which alone was left to her, yet never had permitted one harsh word of blame to pass her lips or be uttered in her presence. All this filled my mind, and unconsciously I exclaimed, "Frank Ellis, where are you? Have you given up life? Is it too late for even a mother's love to save you?" A woman's sob aroused me. I knew that I had spoken, that I had an auditor, and that the words had touched an unhealed wound. The wife of Frank Ellis came hurriedly across the room. She grasped my hands, exclaiming, "And you are thinking of him, too! For fifteen long years I have borne this sorrow. Disgraced, deserted, left without a dollar and no ability to speak of, I have struggled to educate and support our child, and though I have tried to crush the feeling in my heart, I know, I know, I love him still!"

I smoothed her hair, held her frail form close

Something impelled me to ask, "And in all these years, have you known or heard nothing?" She answered between sobs which were gasps, "Mother heard—once—a few years ago—" and here the pale face grew paler—"the woman he went away with is now his wife—at least they say so—and—and he was trying to do better." I breathed a prayer. Only the loving Lord, who sees all our lives and can bring good out of evil, could comfort this poor heart. My wish for the presence of the wanderer was stilled, and yet I seemed to pity. There must have been something in him, else the mother and wife would not cling with such undying love to his memory. God grant that he may yet become an honest man.

Morning came bright and beautiful, busy with flowers to deck the coffin and the grave. Time sped away. The hour for burial was four P. M., and as the cortège of old settlers gathered, a message arrived, addressed to Lucy Baker. It read: "Sister, I am coming.—Frank."

Had a bolt from heaven struck our little circle



"HE ADVANCED A STEP, BUT THE UNFLINCHING AND COURAGEOUS GAZE WHICH MET HIS OWN SEEMED TO ARREST HIS ATTENTION."

to my own, and would gladly have touched her lips to silence, but she seemed intent on speaking. She was living again the long, unhappy years. "At first," she said, "when we learned what he had done, we knew he had been crazed by drink, but mother gladly gave up all, and there was nothing for me to do but learn to be self-supporting. I was so helpless, and my little babe more so; but I could sew some, and so took up shirt making and followed it as long as my strength permitted. As Alice grew older she showed signs of possessing a fine mind—she had her father's mind, and I resolved at any cost to give her an education. We went to Oberlin. I was fortunate, and soon found a position as housekeeper. Here I have lived ever since, working for our support. My darling child has realized all my expectations—has repaid me for all my struggles. She is beautiful and true and accomplished; she soon graduates with honor, but oh! now that we have lost our best friend, what will we do?" In tones so pitiful she exclaimed, "Dear mother, don't I know, haven't I always known, you tried to take his place—tried in your feeble way to make good the love he robbed us of."

greater consternation could not have prevailed. The sister's face grew stern and cold. I thought Sara would have fainted, but the young daughter fondly put her arms about her mother, saying, "Ma! ma! I am with you." The last prayer was delayed, though we had all taken our farewell of the dead, when the bronzed and dusty traveller came in. He was in the home of his boyhood—hundreds of old familiar faces all about him, but he looked neither to the right nor to the left. We fell back while he knelt beside the coffin of his mother. When he arose the prayer was ended. Standing as I did within the strangely estranged family circle, I felt peculiarly alive to every motion and glance. When the man arose from his knees he seemed first to see the trembling figure of her who had been his wife, but the deep veil protected her and she was supported by the strong young arm of her daughter. He advanced a step, but the unflinching and courageous gaze which met his own seemed to arrest his motion. His own child, the baby girl, as he remembered her, was for the first time in her conscious life looking into the face of her father, and the look said: Do not speak to us.

I am not yours. I belong wholly to my mother. His half extended hand dropped helplessly. I saw him touch his sister's coldly offered lips, and my aching heart was glad that all of us could escape, each the eyes of the other, in the carriages.

Oh, the beautiful city of the dead, to which we bore our friend. I wish I might picture it to you. In all this great country there is no other quite so beautiful. Hill and dale, valley and bluff, are there; babbling brooks and a broad and mighty river flowing by. The winding roads are smooth and white. The great forest trees casting their shade over the velvety sward and blooming flowers have always suggested to me the question, "Can heaven be more beautiful?" It was half-way up one of the lofty places we left our friend, and as we stood about the grave with strangely disturbed thoughts of life and death, I was still impelled to watch Frank Ellis, while his hungry eyes seemed devouring the beautiful face of his daughter. She gave him no answering look. It was plain she regarded herself as belonging wholly and only to the mother. When the last sod was placed we turned to go.

As I have said, the place was very beautiful, and worn out and tired by my night of vigil and the excitements of the day, I thought to go over into another part of the grounds, to get up on to some high place, and with the lofty vision shut out all but the beauty of "the valley and the shadow." When I looked, the setting sun was tinging the highest hill top. In the shadow a lonely man stood leaning over the newly-made grave. I dared not look again. Tears of warmest sympathy came to relieve my heart. The touching scene has never left my life. I seemed to know that he would linger there until nightfall. The vows recorded only God shall know, but no one of his old-time friends ever spoke of meeting him. He seemed to disappear that night as quickly as he came. The wife who loved him buried him in her heart; his daughter never mentioned that she had a father.

Years have passed. In a populous Western city, while stopping temporarily in one of the large hotels, I am thrilled by the voice of a stranger. I look up. Two gentlemen and a lady are standing in earnest conversation. The deep-toned voice of the distinguished-looking man says, "And why not write?" This in answer to the lady's complaint that she has nothing to engage her mind. He adds: "Write! and keep on writing. The work I first did in this line was returned to me. I attempted it when I was so low down in the scale of humanity" (and the sorrow in his tones was plainly felt) "that I had not an honest place where to lay my head. My wife and child were dependent upon my mother for their bread, and I—well, I deserved to be desperate. I sold my first effort to a man with a name. He used it as his own. Since then I have been able to conquer things within myself, and things without come easily."

The voice thrilled me. A mental vision of the "beautiful city" I have spoken of passed before me. I saw again the lonely man, not standing beside his mother's grave, but lonely still, as he must ever really be. Yet, thank God, he is saved; I know it, or rather I feel that this is true, from the tone of earnest sorrow, the look on his face as he spoke of his wife and child. Ah! I pity you now as then, and she still loves you, though your child may not.

Next day I find a way to make inquiry. I am right; the man is a well-known banker, as well as author. In the far away Territory where he lives he has built him a name and home. The woman he calls wife does not seem to be known much. They have several boys. I wonder if he knows that his beautiful daughter married a man of wealth and position, that her life is spent in travel, and that the faithful mother is still her dearest friend and constant companion. As I have said, something tells me that this will surely meet his eye. I have written it for him. Will he be less lonely when he knows that she has said to me, "I love him still?"

LIFE ON A BIG DAKOTA FARM.

BY FLORA PIKE GATES.

One of the most important among the many large farms in North Dakota is the Dwight farm, situated in the Red River Valley, five miles west of Wahpeton, on the lines of the Great Northern and the Northern Pacific. The main buildings are close to the town of Dwight, and present the appearance of a small village. There is a large comfortable house, called the Mansion House, where the superintendent and family reside, and where the book-keeper and several of the head men take their meals. Just west of the mansion is the office, and beyond that the mess-house, in which the men are lodged and fed. In front of these buildings extends a large lawn covered with trees; and across the road there are four or five acres planted with small trees and intended for a future park. Back of these buildings are the farm barns, storage houses for machinery, an ice house, a butcher shop, blacksmith shop, and granaries—sixteen buildings in all. These are painted red, and ornamented with white doors and white cupolas with green blinds, making a fine appearance and giving ample evidence of comfort and prosperity.

The farm is conducted under the management of John Miller, present Governor of North Dakota. Mr. Miller came West in 1879 with Mr. Dwight, and arranged for the purchase of the land. The next Spring he took the position of book-keeper for the land company, and attended to that part of the work for two years. At the end of that period the acting superintendent was dismissed and Mr. Miller took charge of the work. He has since proved himself to be the man for the place and under his administration the farm has been a pronounced success in every respect. Gov. Miller seems to have the faculty of knowing just when and where to buy and when to sell. He possesses, also, the rare ability of being able to perfectly govern the workmen under his charge, who range from the best foremen and engineers to the lowest and most vicious tramps.

It was my good fortune to spend a day visiting on the farm during the harvest season, and I was much interested in the details of the work. The first bell rang at half past four in the morning. Then the men in charge of teams went to the barns and saw that their horses and mules were fed, watered, and harnessed, ready for work. At half past five the second bell rang and breakfast was ready. The men who are drivers are obliged to rise earlier than the others and have to consume extra time in caring for their teams during the day; but it is considered that their work is easier, and the man who drives a team all day thinks that he has "a slick job." After breakfast, the men climbed upon the wagons, and rode off into the fields for their day's work. There were four gangs, each one under the charge of a competent foreman, who had received his orders from the superintendent. During the forenoon Gov. Miller made his daily tour for inspecting the work and invited me to ride around with him. We had a fine driving team that glided over the prairie roads at a rapid rate and made a circuit of twenty miles in about three hours. During the ride Gov. Miller very kindly responded to the many questions that an inquisitive female can manage to propound, and the following information was obtained:

The Dwight Farm and Land Company own, at present, fifty-five thousand acres of land. This was mostly railroad land, and was not obtained directly from the railroads, but was purchased second hand. Only about ten thousand acres are under cultivation. Of that number, this year, there are 5,000 acres of wheat, 1,000 acres of oats, 500 acres of barley and potatoes, 2,000 acres of

hay land, and 1,500 acres of summer fallow. The farm devotes some attention to stock raising. It has about 270 head of horses, and the same number of cattle, besides young stock; 200 of the horses are used for work, and the remainder for breeding purposes. The stock raised is confined to draft horses. The cattle are full blooded stock of different breeds. The superintendent takes great pride in securing the best quality of horses and cattle for farming purposes, and proposes to add materially to the income of the farm from the profits of stock raising. The machinery required on the place is quite extensive. There are thirty-five seeders and thirty-five reapers, six steam threshing rigs, besides riding plows, haying machines, well-boring apparatus and all other necessary equipments. During the busy season five men are needed about the blacksmith shop, repairing the machinery and getting it ready for action.

It is very interesting to see a field full of reapers at work. It is estimated that one reaper will cut twenty acres in a day. As there are between fifteen and twenty reapers at work in one field, it takes only two days to reap a whole section of grain. When the grain begins to ripen it is necessary to be expeditious with the cutting, in order that some sections may not become too ripe. The grain is shocked and then allowed to remain about ten days in the field before threshing. It is not stacked at all, but loaded on teams and carried to the centre of the field, where the threshing machine stands ready to receive it. As soon as the wheat is poured in golden showers from the huge separator, it is loaded into capacious wagons and conveyed to the elevator, where it is ready for shipment. The elevators owned by the farm company and situated on the railroads have a capacity of 85,000 bushels and the granaries on the farm will contain about the same amount. Last year 275 car loads of wheat were shipped to Duluth and Minneapolis. The whole yield of wheat was 125,000 bushels, all "No. 1 Hard." This year the wheat is somewhat shrunken. The harvest season lasts about twelve days, and the threshers are at work for three weeks. More men are required during the threshing period, and over two hundred are then employed, part of them lodged on sections called the South and East ranches.

During our forenoon's ride we visited the South Ranch and viewed a large herd of fine cattle. From thence we drove to several different fields, where threshing crews were at work. The eye of the superintendent was quick to note anything wrong and his orders were given in a few concise words, directly to the point. His commands were obeyed by the foremen without any discussion. They seemed to understand that they had a superior who knew what he was about. We reached the Mansion House just as the men were coming home to dinner and a grimy, dusty set they were, as they betook themselves to the wash bench to scrub up for the noon-day meal. A view of these men grouped together is an interesting sight to a student of human nature. All nationalities are represented. There are boys who have just left home and aged men who have wasted their substance and are reduced to tramps. Some are neat, with attractive faces. Others repel you at once. Most of them belong to a wandering class and will disappear at the close of the harvest. A few of the younger ones will save their wages, buy land, and make a home in Dakota for themselves. These will make sturdy, honest farmers, and will become the backbone of the new State.

After a substantial dinner, and a short resting spell on the vine covered porch, the Governor and his wife conducted me through the farm buildings. We first took a survey of the office. There are three rooms on the lower floor. The two in front contain desks and tables, and here

THE NORTHWEST MAGAZINE, NOVEMBER, 1890.

the books and correspondence are attended to. Here also, the men come to be enrolled, and to receive their pay, which is dealt out to them twice a month. The back of the building is a large store room, and contains an invoice of groceries equal to that found in an average country store. These provisions are bought by wholesale in St. Paul, and are dealt out in a very systematic manner. Every Saturday the cook from the mess-house, the housekeeper from the Mansion House, together with employees from the several ranches, present to the book-keeper requisition blanks, stating exactly what supplies will be needed for the coming week. The stores are given out in accordance with these blanks and the value recorded. The number of meals furnished each week is reported; it is thus possible to know the exact expense of boarding the men, and this has been found to average eighteen cents a day. The food is of good quality and variety. A competent book-keeper is employed in the office throughout the year. By the accounts of 1889, it is shown that the farm expended \$21,000 for wages, and \$7,000 for house furnishings, which includes provisions.

The next building visited was the mess-house, which is capable of lodging 110 men. Here, the cook and three assistants were busy preparing the supper. The tables were covered with oil-cloth and set with plain white dishes, and there were long benches for seats. On a large table, cookies fresh from the oven were spread out to cool. A glance into the store-room revealed a large pile of beef-steak cut ready for broiling, about ten quarts of potatoes sliced in a large dripping pan, and another large dish of beans. There was, also, a good supply of cold meat on hand, and huge loaves of bread were being taken from the oven. Evidently the hungry laborers would have enough for supper. The cook was neatly attired in white cap and apron, and seemed pleased to tell us about his work. Next came the meat-shop, which is situated back of the ice house; the floor was very white, and the butcher remarked that he scrubbed it three times a day. I was surprised to learn that it was necessary to kill a beef every day during the harvest season, in order to keep the different houses supplied with meat. If there is any surplus, it finds ready market in the town of Dwight.

We next viewed the machinery halls. There are several large buildings devoted to the storage of machinery; and besides the machines, they also contain a large assortment of tools, and the various parts of machinery that are likely to need replacing, so that any repairing can be done immediately, without the delay of sending away for articles needed. A machine expert is constantly employed. He visits the fields where machines are at work, and sees that everything is in good order, thus preventing any delay in the progress of the work. Beyond the machinery halls are the stables. We walked through two large barns where the working horses are kept. The floors were carpeted with clean straw and the stalls were already supplied with hay and feed, awaiting the return of the occupants. Outside of the stables are long troughs for watering the animals, supplied with water from a flowing well. There are fifteen wells on the farm, and seven on the home ranch, of which five are artesian wells. The fat, sleek cows that supply the milk for the farm were in a stable by themselves. The boy was milking them as we entered the building; and he had the door closed, and the windows darkened with curtains, to keep off the flies. Beyond, was a barn containing the mother horses and colts. The latter all came bounding towards the superintendent, evidently expecting to be petted. In a roomy stall, we saw Freycinet, a noble looking horse imported from France and weighing a ton.

From the horse stables, we passed through a

row of empty sheds where the colts will be wintered, and reached a building beyond, devoted to swine. "I am as proud of my hog pen, as of any building on the place," said the Governor, "I think it is about perfect in its line." The building was long, with a central passage way, and rows of pens on each side. It was supplied with several faucets for turning the water on the feed. The floors were kept clean and the building contained every size of a pig, from the little specimens just beginning to twist their tails, up to the immense hogs fattened for market. From the hog pen, we walked past the granaries and poultry house, through the large garden to the house, and sat down again on the piazza.

During the conversation that followed, I asked the Governor how he had succeeded so well in the management of the men. "Well," he answered, "I try to use as little force as possible. My main object is to get the men interested in the work, and try and lead them to have a desire to do their part as well as possible. I use them as well as I can. I want them to feel that they are properly treated, and that this is the best place to work in the country; then, the old men who have done good work are taken back from year to year. These men know just what to expect, and are well suited. They give the new ones good advice, and help out with the discipline. I have foremen here who would feel hurt if I should suggest that they were not doing their best. The men are very orderly around the premises. On Sunday they do their washing and mending. There is scarcely any drinking among them; it is not allowed, and it is about equivalent to signing a temperance pledge to work on this farm."

"What is your opinion of farming in Dakota," I inquired. "Do you think that, taking an average crop, Dakota farms are as profitable as those in the Eastern States?"

"Yes, I think a man opening a new farm has as good a chance in Dakota as anywhere. In the Eastern States, the land is continually depreciating, while here it is rising in value, and, in the near future, the western land will be worth the most."

In speaking of the farmer's wrongs, Gov. Miller thought that there was not much need of legislation on the subject, as they were gradually beginning to right themselves. "The trouble is," he continued, "that the agricultural products have been too large for the population. The new lands have been settled so rapidly, that the farmers have produced more than they could find sale for, at a good price. But at present, the population is catching up with the farmer. The Western towns and cities are increasing in size. The farmers have heretofore paid an unjust proportion of the taxes, but these matters will soon be adjusted, and the increasing population will raise the price of farm products. I think that the Dakota farmer has a good prospect ahead."

Referring to the large farms, the Governor said that he thought them to be good investments. He knew of none that had been failures. On the Dwight farm, there has been no year when the crop was a total loss; although of course, some seasons have given much more profit than others.

In writing of life on the farm, I must not neglect to describe the Governor's wife, who is actively interested in every department of the work. Mrs. Miller is a cheery, delightful woman, of prominent social qualities, and a worthy helpmeet for her husband in all his duties, political, social, and agricultural. When there has been a scarcity of help, she has frequently gone into the kitchen and prepared a dinner for fifteen or twenty persons; and this Summer, while the book-keeper was absent, she took charge of the office for several weeks. Every pleasant day, Mrs. Miller rides about the farm with her hus-

band. The men all respect her highly, and I am sure that if other authority were lacking, she would be competent to instruct the men with regard to their work in the fields.

Before leaving the farm, I said to the superintendent: "Which had you rather be, Governor Miller, a politician or a farmer?"

"A farmer, decidedly," he answered, "and you may tell that to anybody."

"Yes," added his wife, "and I had rather be a farmer's wife. I feel at home here. Between the two, I much prefer the life on the farm."

ELKS IN HARNESS.

On the streets of Denver may frequently be seen a very peculiar team. The horses look at these rivals of theirs very curiously and sometimes make up their minds to get seriously frightened. The team in question consists of two full grown elks and the horses have good cause to be jealous of them for with their long reaching though apparently awkward trot they get over the ground at a very good rate of speed. Brigadier General R. B. Marcy, U. S. A., in a recent article on this subject says:

"The experiment of training elks to harness was often attempted in the vicinity of Fort Gratiot, about the time I was there, with some success. In several instances they were broken to the halter, so that they could be led without difficulty. One man even succeeded in training a full-grown bull to harness, and drove him to a sleigh for a time. But one day he stopped in front of a tavern in Port Huron, and, leaving his wapiti without tying, entered the house, presumably to get a drink. Just then a dog happened to come along and seeing the strange turnout, went for it. This terrified the elk so much that he jumped a fence with the sleigh at his heels and started off at full speed for the woods. When the runaway was caught there were a few remnants of the harness hanging to him but nothing was ever found of the vehicle. I do not remember that elk transportation was resorted to again during that Winter in that particular neighborhood.

"About this time my Chippewa friend, Pe-to-wan-quad, brought me a young calf elk, which we kept until he was about half-grown. For some time he would take no other food but milk and even that he would not touch unless it was administered to him from a bottle. When, however, the nose of the bottle was put into his mouth he would swallow the contents almost as quickly as it could have been discharged from a gun. He was very docile and came into the house whenever he desired. His favorite habit was to lie on a rug before our sitting-room fire; and sometimes when he observed that the dinner was being put upon the table he would quietly help himself, if not prevented. He was fond of playing with the children, and seemed quite harmless, until one day he took it into his head to strike at one with his sharp fore feet, but fortunately did not hit the child. Thereupon I gave him to a neighbor, who had an inclosure with a high fence round it, about 600 yards from the fort, and there he was confined and remained for several months. One day someone by accident left the gate open, and the elk made his escape, and came running at full speed, and, charging through the gate into the parade ground, made directly for my quarters, into my sitting room, and deliberately laid himself down upon his favorite rug, as he had often done months before. I had him taken back to the inclosure, but he repeated the same thing whenever he could get out afterwards."

Mr. Edison predicts that the newspaper of the future will be the product of a combination of the phonograph and the typesetting machine.



NO POCKET IN HIS SHROUD.

The gold that with the sunlight lies
In bursting heaps at dawn,
The silver spilling from the skies
At night to walk upon,
The diamonds gleaming with the dew
He never saw, he never knew.

He got some gold, dug from the mud,
Some silver, crushed from stones;
The gold was red with dead men's blood,
The silver black with groans;
And when he died he moaned aloud,
"There'll be no pocket in my shroud!"

—Joaquin Miller.

Colic Stones.

Travellers who have penetrated into the easternmost parts of Southern Russia find some strange beliefs as to the power of fish charms. Many fish found in those countries have two small, hard, round bones on the side of the head. They are believed to have the power when worn by the owner to prevent colic and they are termed colic stones. The more wealthy of the peasants have colic stones mounted in gold and they are worn upon the neck as a valuable addition to a necklace. The bones of a common bullhead are much used among the Russian peasants as a charm against fever. Among European nations in the Middle Ages doctors of medicine had faith that two bones found in the head of the tench had medicinal virtues. The bones were applied to the skin in cases of fever. The tench is a European fish and the United States Fish Commissioners are endeavoring to introduce it to American waters.—*Jewelers' Review*.

The Ghost Flower.

For the past four nights there has been at the residence of Mayor and Mrs. Ball the neatest floral curiosity which has ever been in Fargo, and one which is rare anywhere. The plant is a Brugmansia Arobreæ, or Giant Ghost flower. It stands about five feet tall and sixteen blossoms have been out each evening with their rare beauty and great fragrance. The slip was secured by Mayor Ball about a year and a half ago, and was then not larger than a knitting needle. It was from Mr. Childs, of Floral Park, Queens County, N. Y. Soon after its arrival a pet parrot nipped off the top, and this was placed in the earth and is now a plant nearly two feet high, showing it grows readily from the slip. The blossom is pure white, is about five inches across and from the end of the bud to the tip of the blossom is about eight inches. It is a night bloomer and unlike most plants of that kind, the same flowers open for several evenings in succession. This is the first year it has blossomed and as it grows older the blossoms become larger and more numerous. The odor is pleasant but powerful, and Mrs. Ball is justly proud of her treasure.—*Fargo Argus*.

To Understand Your Bill of Fare.

Many cook books, as well as cooking articles in magazines, contain cooking terms which are not understood by the ordinary cook, thus rendering the recipes useless. For the benefit of such we give some of the most common of these terms, with their meaning:

Au bleu—Fish dressed so as to have a blue tint.
Aspic—A meat jelly for covering game pies, serving with boned turkey, etc.

Au jus—in the natural juice or gravy.

Béchamel—A sauce made from meats, onions and sweet herbs.

Bain marie—A sauce-pan for boiling water, into which a smaller pan fits.

Braise—A manner of stewing meat.

Blanquette—A preparation of white meat.

Bouilli—Beef stewed slowly, served with sauce.

Bouillon—Clear soup or broth.

Bisque—A shell fish soup.

Civet—Wild fowl or game hash.

Compote—Sometimes applied to fruit stewed in syrup, and sometimes to pigeons or small game.

Consonne—A strong gravy used for enriching other gravies or soup, also a clear beef soup.

Caramel—Sugar boiled until the moisture is evaporated and then used for ornamental dishes.

Crouton—A snippet of fried bread.

Entree—Side dish for the first course.

Farce—Force meat.

Fines herbes—Chopped parsley.

Gateau—A cake.

Jardiniere—A mode of stewing vegetables in their own sauce.

Kaux—Thickening for sauces.

Maigre—Dishes made without meat.

Meringue—Pastry made of sugar and white of egg beaten to a snow.

Nougat—A mixture of almonds and sugar.

Pate—A small pie of oysters or meat.

Pot-au-feu—The common bouillon of the French peasants.

Potage—French for soup.

Potage Julien—A clear soup to which is added vegetables chopped fine.

Piece de resistance—The principal joint of the dinner.

Quenelles—Force meat balls.

Saute—to mix or unite all parts of a ragout by shaking while frying.

Salmis—Game hashed when half roasted.

What a Family Costs.

What does it cost to bring up a family? A gentleman whose experience will be recognized as having points in common with other householders has preserved an account of the expense to which he has been in rearing a family of four children. To-day he entered the following statement in his diary:

"To-day I close my diary. Twenty-six years ago to-day I undertook to keep an accurate statement of all my earnings and expenses, so that I might know actually how much it costs to live in a married state. Then all was anticipation. I and my young wife counted our resources and our expectations. I received \$15 a week, with the promise of more. I owned a house comfortable enough for frugal young people to begin life in. We were spared house rent, therefore, and our expenses have never included this item. Retrospectively I see that we have brought up four children in comparatively easy circumstances. My health has been good and my earnings have been constantly received. I now receive \$30 a week, and we still own the homestead, without any great additions to its wealth except in an increased amount of furniture. I have little more money than I had when first married. Perhaps, all told, I have \$3,500 now of assets; then I had perhaps \$2,500. We have never wanted for bread. Sometimes we have felt in need of more money. Three of the children are making their own way. Next week the fourth graduates at the high school, having received the same schooling that the others have had, and will begin to look out for himself."

"I shall not necessarily be at any more expense on account of my children, and the diary properly ends now. Would I be able to go through the same experience again of raising a family? I asked my companion, who had borne the greater part this question, and I know that she spoke with a heart full of love, but was compelled to say: 'Not for all that money could buy would I go through again what has been necessary to rear a family.'

"Expressed in dollars the totals are these: In twenty-six years we have received from my wages and incidental moneys that came through my wife and the children \$40,900—or, say \$40,000

—besides the amount of increase in the permanent assets. Given a plant of about \$3,000 and two employees, a man and wife, it has taken, therefore, about \$10,000 to each man produced. This, of course, included all employees' expenses. The plant is slightly enhanced in value, but the employees have seen their best days. The quality of the goods is yet to be demonstrated. Prospects happily point to cessation of labor and an increase of receipts, but there is no certainty about this. The employees are proud of their work, but don't want another job.

"Some of the items of expense have been these: Doctors' bills (twenty-seven years), \$2,100 (and all paid, probably the only instance on record); groceries, average per week first five years, \$7; next three, \$8; remainder of the twenty-six years, \$13 a week. For ten years it has taken on an average one pair of shoes per week for the family, including myself and wife. The most annoying thing I have ever known is the rapidity with which children wear out shoes. Only one thing approaches it—the high price of children's shoes. I never could understand how, with all the civilization of the age and the demand for cheaper results, children's shoes have not been reduced in price. The human shoe is a failure. No man not rich can afford to buy shoes for a family, and if I had it to do I would go to Timbuctoo, where neither horses, mules, camels, nor men are shod.—*Indianapolis News*.

Culture and Physique.

Men who dislike female education, and they exist, though the class is rapidly diminishing, when they grow spiteful, always assert that it is only the ugly women who learn hard, and the most successful among them would exchange all their triumphs in the schools for the gift of beauty. Novelists, on the other hand, who are supposed to be observers, and especially female novelists, are apt to make intelligence and good looks, especially in men, supplements, and even in many cases causes, of each other. Miss Bronte created a passing admiration for intelligent ugliness; but her successors have reverted, and their heroes, military or clerical, are as remarkable for their clear-cut features, as for the incisive and original thoughts of which we hear. There is absolutely, so far as we know, no sufficient ground for either assumption. Boys and girls alike study, for the most part, either because they wish to succeed in life, that is, to earn independent incomes, or because they have the instinct of students, and never think of their own looks in connection with the matter. Some women may, a little later on—the inborn desire to attract acting as a spur and urging them to remedy inferiority of one kind by superiority of another; but they begin their course before personal vanity has any decided power. As a matter of fact, in both sexes, successful students have been occasionally noted for unusual physical beauty (take Crichton and Lady Mary Montague) and for exceptional absence of form (take Socrates, and the philosopher who was said—unjustly, as we think—to be his own missing link). The truth we take to be that the modern world almost unconsciously confounds expression with beauty, and fancies that because intelligence in most cases produces expressiveness—there are marked exceptions—therefore there must be some intimate relation between beauty and intelligence, or even a much more remarkable error, the possession of knowledge. There is, however, no such law, and no reason why there should be, the power of the brain and the shape of the bones and flesh being almost entirely disconnected. Beauty is a result of race, of circumstances, such as personal freedom and mode of life and of continuous diet, not of intelligence. A man or a woman inherits his or her face; and mental habitude, though it may greatly affect its meaning, can no more alter its shape than assiduous training can turn a smooth fox-terrier into the wiry kind from Airedale. It may even be doubted, strange as many may deem the assertion, whether continuous education will produce

THE NORTHWEST MAGAZINE, NOVEMBER, 1890.

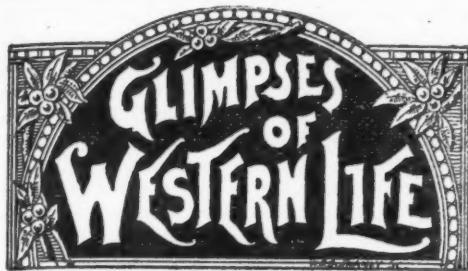
beauty, whether the growth of intelligence will even in ages yield the physical result which we know the authors of Utopias always assume, as if it were a scientifically demonstrable consequence of the new society. The most beautiful black race in Africa, a tribe in Nyassa land, on whose looks even missionaries grow eloquent, and who are really as perfect as bronze statues, are as ignorant as fishes. The Otaheites, when discovered, was as uncultured as the Papuan now is; yet the former approached as nearly to positive beauty as the latter does to positive deformity. The keenest race in Asia, and, as all who know them assert, the strongest in character, the Chinese, is decidedly the ugliest of semi-civilized mankind; while the Hindu, if sufficiently fed, is, even when as ignorant as an animal, almost invariably handsome. The Circassians, who know nothing, and are rather stupid than exceptionally intelligent, are physically a faultless race, far more so than the Germans, who, though the best trained people in the world, display marked commonness of feature, as if the great sculptor Nature had used good clay, but had taken no trouble about the modelling. Some of the very ablest among them belong to the flat-nosed, puffy-cheeked, loose-lipped variety. The keenest race in the world, and probably the one most susceptible to culture, the Jew, presents few points of beauty, being usually at once hook-nosed and flabby-cheeked, though in physique, as in thought, that race occasionally throws out transcendent examples. The tamed Arabs of Egypt, who seem to possess few brains, and, of course, have no education, are often extraordinarily handsome; while in 1860 the grandest head in Asia, a head which every artist copied as his ideal of Jove, belonged to an Arab horse-dealer who, outside his trade, knew nothing. No modern men of culture would pretend, in mere perfectness of form, to rival the old Greek athletes, who intellectually were probably animals, or the Berserkars, who were for the most part only hard-drinking soldiers. The royal caste, which has been cultivated for a thousand years, seldom produces beautiful men, and still seldomer beautiful women; most princesses, though sometimes dignified, having been marked, as to features, by a certain ordinariness often wanting in the poor, and especially the poor of certain districts, like Devon in England, and Arles and Marseilles in France. Devon is no better taught than Suffolk, but mark the difference in peasant forms. In the last century the ablest men in Europe were remarkable for a certain superfluity of flesh, of which Gibbon's face is the best known and most absurd example; and in our own time, intellect, even hereditary intellect, is constantly found disassociated from good looks, and even from distinction, some of the ablest men being externally heavy and gross, and some of the ablest women marked by an indefiniteness of cheek and chin as if they had been carved by the fingers in putty. No stranger ever saw Tennyson without turning round, but Browning would have passed unnoticed in any English or Austrian crowd. The air of physical refinement, which is what continuous culture should give, is precisely the air which is often lacking among the cultivated, as it is also in many aristocratic families. Indeed, though caste must mean more or less hereditary culture, it is doubtful if it secures beauty. It does not in the royal houses, and in any regiment, though an officer or two will probably stand first, the proportion of

splendid men will be found greater among the non-commissioned than the commissioned officers. Why not? Just as no man can by taking thought add a cubit to his stature, so no extent of culture, even if continued for generations, can make straight hair wave, or reduce high-cheeked bones, or cut away a lower hanging lip, or refine that most frequent of drawbacks, a cheek without contour. We might as well say that it would alter color, which, as far as evidence can prove, is independent of everything, whether mental or physical in influence, except possibly—and that as yet is only a guess—of ages of hereditary starvation. It is not, perhaps, to the injury of the world that the effects of culture should thus be limited. We rather dread the spirit of caste as an operating force, believing that it tends to a segregating exclusiveness, and already we see that the world is dividing itself into two classes, those who speak with the trained voice and those who do not, the members of which instantly recognize each other, even in the dark, and have very little in common. If the cultured were likewise the beautiful, and the uncultivated the ugly, the queen would indeed be

ruling two nations more widely apart than were ever the rich and the poor in Mr. B-sant's novels. Already misalliances are growing fewer, and it is considered monstrous for the educated to marry the ignorant as ever it was for nobles to marry the plebeians. The separating influences from which the world is never free are strongly at work again, and new Brahmins are looking down on old Pariahs with a contempt which is only externally gentle. That spirit needs no intensification, and it is not a bad thing to remember occasionally that science can no more make a Circassian than a one-legged race, and that the physical attributes, like the grace of God, are independent of thinking. If they were not, we should some day have a race of heroes indeed, stalking among lesser men as Kingsley depicts his Goths stalking among far more quick-witted and better cultivated Alexandrians. An entire race like Alexander the Great, in whom, of all mankind, brain-power and physique were united in their highest perfectness, would soon be more intolerable than the 'Venetian' aristocracy whom Mr. Disraeli derided, denounced and worshipped.—*London Spectator*.



THE PATENT COMBINATION SOFA—A STORY WITHOUT WORDS.



NOVEMBER ON THE PLAINS.

The plains are barren, bleak and bare,
A biting chill is in the air,
And from the dark and leaden sky
A voice proclaims the winter nigh.

Over the mountains' dim expanse
The storm-clouds and their shadows dance;
The peaks are wrapped in their robes of snow,
And o'er them the rays of sunset glow.

The wild birds' car is hushed and still,
And the brook that murmurs 'round yonder hill
Seems, already, to feel its coming death
From the terrible Frost-King's blasting breath.

The flowers are dead, and the painted leaves
Have fallen like tears from the eye that grieves;
While from the north, with cadence wild,
Old Boreas heralds his favorite child.

Come, then, O winter! with storm and wind
And delicate fancies of frost entwined.
And, on feathery snow-flakes, soft and fleet,
Bear this fond kiss to my lady's feet.

W. E. P. FRENCH.

Old Uncle Jewell.

There is an interesting character in Great Falls known as Old Uncle Jewell. He is the youngest and heaviest ninety-year old lad in Montana and works every day from morning until night on the great dam now in course of construction at the Black Eagle falls. He has a slim but wiry form, a bushy white beard and a pair of piercing black eyes that flash fire whenever he speaks. He was born in Kentucky nearly ninety years ago, though he has lived in several states along the Missouri and Mississippi rivers. Old-time river men will remember him as one of the crack pilots of the day. He is a genial talker and is full of interesting reminiscences of the days when there was life on the Mississippi.—*Helena Independent*.

A Newspaper Man Done Up.

A good joke is related at the expense of a modest young Dakota newspaper man, which is going the rounds simply credited to "Ex." It is to the effect that the pusher of the pencil went out to report a party the other evening where the home had recently been blessed by a new baby. Accompanied by his best girl he met the hostess at the door and after the usual salutations asked about the baby's health. The lady, who was quite deaf and suffering with the grippe, thought he was asking about her cold, and told him that though she usually had one every Winter, this is the worst she ever had; it kept her awake nights a good deal at first and confined her to her bed. Then noticing that the scribe was getting pale and nervous she said she could tell by his looks that he was going to have one just like hers, and asked him to go in and sit down. The paper was out as usual the next week but the local editor has quit inquiring about babies.

A Sympathetic Conductor.

It was a little incident, but it illustrates the generous spirit of Western people. A lady, in boarding a Northern Pacific train near Tacoma, Washington, was robbed of her pocketbook by some rough-looking men who jostled her in the doorway of the car. She was bound for Michigan,

and the thieves hadn't left her even a cent. Her ticket was drawn out with her purse, but it fell to the floor, and some one picked it up and gave it to the conductor. That individual had a fog-horn voice, a piercing eye, and altogether his general appearance was uninviting and betokened little sympathy, so the passengers thought, but they were mistaken.

As soon as he found the distressed lady off went his cap, and, chipping in a half-dollar himself, he announced to the passengers that the lady had been robbed, and he asked for contributions. Every one responded, and when he came back and emptied the contents into her lap there wasn't a more pleased man in the car than the big, gruff conductor as he listened to the jingle of the silver; and the woman—well, she recovered a good portion of her loss.

Buying Gold Dust.

Although gold dust is not used as a circulating medium now as it used to be some score of years ago, occasionally some miner reaches town with a goodly supply of the yellow dust, says the Missoula, Montana, *Missoulian*. The banks of the city take it, and many of the owners of the placer mines visit the city periodically to sell their "dust." It requires an experienced man to successfully deal in dust. The various placer grounds of Missoula County contain dust of different grades, some of which is worth \$15 per ounce, while others which have a similar appearance, are worth \$17 and \$18 per ounce. Some unscrupulous speculators buy these different grades and mix them, and the buyer who is not an expert is liable to pay for his gold dust more than it is worth. Then, again, all dust when washed contains more or less iron, which fact must be considered by the buyer, and allowance made for the same. This iron is removed by a magnet, which is run through and through the pile until every particle is extracted. Nearly \$1,000 worth of dust per month is purchased by the three banks in Missoula.

Western Courtesy.

A peculiarly attractive feature about the business men of Seattle and Western cities generally is their courtesy and readiness to give information about the standing of different newspapers and the sales of various articles in order that I may judge of the effect of advertising on sales. No matter how busy a man is in these Western cities, as soon as he sees a stranger come in he drops everything and devotes his attention to him. He gives a straightforward answer to every question you ask, and even goes into the details of his business to assist you. When I was in Butte I wanted to learn about the sales of certain patent medicines. I called on a druggist, presented my card and told him what I wanted. He immediately took me to his office, opened his books and showed me his sales of every article I referred to. He went on to tell me of some changes he proposed to make in his business, and discussed matters in an open manner which staggered me. I was astonished, and told him that I could not have obtained as much information from an Eastern man, even after I had known him four or five years. Your people have none of the secretiveness common among the Eastern people.—*A. Frank Richardson*.

On Bellingham Bay.

We were prepared to see something of a change on Bellingham Bay since we lived there a number of years ago, and yes, assisted in reducing a portion of a quarter section of the primeval wilderness to a state of cultivation by slashing, rolling and burning the logs and underbrush. We have read the *Reveille* constantly since it was first started, but were hardly prepared for the wonderful strides that had been and were being

taken. As we approached the Whatcom wharf on our arrival we endeavored to locate some of the old familiar landmarks. We looked in vain for the old brick court house, which was constructed during the Frazier River gold excitement in 1858 and occupied one of the most prominent positions in town right on the brink of the bay where the ebb and flow of the tide lapped the basement masonry and sung a soothing lullaby to the occasional siwash, who by reason of an overdose of "bug juice" or other cause became a temporary inhabitant of the county "skookum house," but it was nowhere to be seen; the tide of progression had relegated it to obscurity, and finally when we did find it, it was several blocks back from the water front, and buried almost out of sight by the more imposing structures which surrounded it. The streets had been graded up until one could almost step from the sidewalk onto its roof, and it was a two-story building. The cities are lighted by electricity and a magnificent water system has recently been put into Whatcom, the supply coming from Lake Whatcom, a fine body of pure mountain water three miles from the city and 316 feet above it. The lake has an average width of about a mile and is some twelve miles long, hence is capable of not only supplying an unlimited quantity of water for domestic purposes, but will also furnish power of untold capacity for manufacturing.

Quite a vigorous rivalry exists between the cities of Fairhaven and Whatcom, which is natural, but a stranger can hardly refrain from a smile when he realizes, as he must on a visit to both places, that fully as much enterprise exists in the one as the other, and while each is striving with all its might for supremacy, their combined efforts are rapidly building one magnificent city.—*Goldendale, (Wash.,) Sentinel*.

Hop Picking in Washington.

Hop picking is an epoch in the yearly history of Puyallup. It is a season of joy and of profit, not alone to the dusky aborigine who inhabits the cedar canoe of his forefathers, but to the paleface tribes who camp the whole year round in Puyallup. During the season, which lasts about four weeks, the greater part of the able-bodied population, young and old, male and female, can be found in the hop fields between the rising and setting of the sun. Everybody picks hops who can, and those who can't sit round and watch the others. People who devote eleven months in the year to earnest, painstaking rest, suddenly break out with a laudable ambition to work when the hops get ripe. Whole families become afflicted, and it is not an uncommon sight to see three generations at work on one vine. Time was when the siwash reigned supreme as a hop picker, but he now has a dangerous competitor in the white or Caucasian hop picker. Some of the farmers refuse to employ Indians, claiming that they do not strip the vines as thoroughly as the whites. Of this latter class the Germans make the best pickers, as they more fully appreciate the value of the hop as an article of commerce. The two classes never come in contact with each other while at work. If the Indian gets in first he has the field to himself. Not that the pale face fears his dusky brother, but the former brings with him an air, or rather atmosphere, that is in itself repellent. But of the two the siwash is by far the most picturesque as he stands against a background of green, clad in raiment that a white man wouldn't recognize as junk, though the wearer may feel that he is an object of envy. His rich, seal-brown face wears the same expression no matter what his emotions are, and his joy, sorrow or pain are known only to himself. The hairs of his head show which way the wind blows, thus giving the approaching white man timely warning to keep on the upper side. He scrubs not, neither does he bathe, and

Solomon in all his glory was not arrayed like one of these.

The harvest is now in full blast, and will last about three weeks longer, or until the last hop has been picked and dried. Though some of the growers had their hands at work as early as the latter part of the week before last, the regular harvest did not begin until last Monday. Long before that time, however, the pickers were on the ground, waiting to begin operations. For the last three weeks the Indians have been coming in, bringing their families, dogs and baggage, and going into camp on the outskirts of the town near the hop fields. Some one has said that the only good Indians are the dead ones. This may be, but the live siwash with cash in hand and a desire to pay on delivery, is as good as any man in places where goods are sold. The Puyallup merchant saw the siwash when he was yet far off and knew him. He also knew that the siwash would yearn to purchase things that are a brilliant red in color and governed the selection of his fall stock accordingly. The dry goods and notion stores are aglow with vivid shawls, blankets, hosiery and suspenders and several enterprising young men have opened refreshment stands on the highways leading to and from the hop fields for the sale of red lemonade. And it is stated on good authority that many of the merchants have taken further advantage of the siwash's overpowering weakness for red by engaging red-headed girls to stand behind the garnet counter.

But however this may be, the Indian is working hard for spending money. If he picks one hundred boxes during the season it means \$100, a large part of which he spends before starting for his island home or reservation. And if his kloochman or squaw earns a like amount he overcomes his natural aversion to unnecessary exertion and helps her dispose of it besides carrying all the purchases. It is contrary to Indian principle to have any money in the house but he wants all the tinware he can get.

Hop picking is an interesting occupation, for spectators, and does not require an absolute genius to make a success at the business. Perhaps it is on this account that the Indian shows to good advantage in the hop field. All that is required in a hop picker is a full complement of thumbs and fingers on each hand and the executive ability to pull the hops off the vine and drop them into a box. Another requirement and one of great value to the beginner, is that firmness of purpose and sublime faith in self is absolutely necessary to offset the shock caused by the first sight of the box that he or she is expected to fill for \$1. The box is nearly as big as the bed of an ordinary lumber wagon and holds fifteen bushels. In spite of its size the hop box is an honest box, inasmuch as the bottom is where it belongs—at the bottom—which is more than can be said of the strawberry box. It is about seven feet long, three feet wide at the top, two at the bottom, and about two and a half feet deep, and it requires two men to handle one of them empty. The same two men can carry a full box with about equal ease, as the hops are not very heavy. An expert picker can pluck from three to four boxes in a day by strict attention to business. The novice, however, doesn't do so well. It is said that when he picks his first hop and drops it with a soft, sad plunk into the yawning depths of that cavernous box, big enough to stable a Jersey cow, a feeling akin to despair creeps over him, and his future looks dark and drear.

The initial step in picking hops is to get the vine in the right position. This work is done by the "pole man," employed by the grower for that purpose. In its early youth the hop vine is of an acrobatic turn of mind and cheerfully climbs to the top of a ten-foot pole planted close to the roots of the vine. Here it clings until picking

time, when the pole man performs his part. He is armed with a hooked knife at the end of a short stick. With this instrument he cuts the vine close to the ground. Then he pulls the hop pole up by the roots and places it in a horizontal position on a couple of crotches, one at either end. In this position the vine hangs in clusters within easy reach of the picker who can either stand or sit while at work. In a field where there are 100 or more pickers the cry of "hop pole" can be heard at frequent intervals. So the "pole man" is kept reasonably busy.

As early as six o'clock in the morning the white workers are in the field plucking the fragrant hops while the dew is yet on. Most of these are women folks, who bring the entire family, from the greatest to the smallest. Those of the brood big enough to pick are set to work and the little tots have a glorious time wallowing in the soft loose earth between the shady vines. Some of the women wear gloves to protect their hands from the sharp prickers on the vines. Others simply bind cloth about the index finger and thumb, as these are the members that stand most in need of protection. Young women unused to toil and whose delicate hands are accus-

strictly to business an industrious picker can earn \$3 per day, and if assisted by the family the receipts sometimes run up as high as \$10 in one day. It depends altogether on the size of the family. As a rule the siwash family draws a larger revenue during the hop season than his white brother, which in a measure explains the Indian's fondness for unlimited offspring. But the childless Indian can make good wages in the hop field while his squaw holds out. One old fellow from Port Gamble with the help of his faithful kloochman picks seven boxes every day in the week except Sunday, when they lose the entire week's proceeds at siwash poker. What the Indians earn is nearly all profit, as they are at little or no expense for food and lodging. They pitch their tepees close to the field and live on fish of three varieties, smoked, dried and jerked. Fish is their principal article of diet from the cradle to the grave, fish for breakfast, dinner, supper and lunch. To the observant mind the intellectual status of the siwash, somehow, doesn't jibe with the accepted theory that fish, as food, is a good brain fertilizer. However, if the siwash is afflicted with brains he has succeeded in effectually concealing the fact. The



INDIANS ON THEIR WAY TO THE HOP PICKING IN THE PUYALLUP VALLEY, WASHINGTON.

tomed to nothing more laborious than thumping the "Maiden's Prayer" out of a grand piano, don a calico gown and a pair of thumb stalls and join the army of pickers, more for recreation than for sordid worldly gain. And it is a common spectacle to see one of these daring maidens with her front finger tied up in a soiled rag, with a diamond ring sparkling on the next but one.

Individual pickers are each given a box, while families or people picking in pairs use one box in common and divide the spoils. An experienced picker avoids direct communication between the vine and the box if possible, as it takes longer to fill the receptacle. The better way is to pick in baskets or barrels and then gently transfer the hops to the box, as they do not settle so rapidly in this manner. The wily red man prefers a blanket to pick in, for, by taking hold of the corners, he can give the hops a vigorous shaking up before depositing them in the box. As fast as the boxes are filled the field boss gives the picker a ticket that is worth \$1 at the box office or any other place in town. In some fields the picker is given a check on the bank, the boss having his pockets full of books with the checks already made out in "Pay-to-the-bearer-\$1" form. They pass for legal tender in Puyallup. By attending

Alaska Indian is more of an epicure than the plebeian siwash and has a tooth for good things. He is also fond of fish and fetches that commodity with him in large quantities from his northern home. In addition to the fish he brings a choice brand of last year's fish oil in jugs, to be taken at each meal. It is said, by those who have tasted it to be a most delicious drink, which, once tasted, is never forgotten. The Indian absorbs this oil with great gusto, but a white man of blunted sensibilities would hesitate to use it for lubricating purposes, except in isolated cases.

When a sufficient number of boxes have been filled to load a wagon they are hauled to the dry house and put through a curing process. The dry house is a tight building with a slatted ceiling, on the upper side of which the hops are spread to the depth of a foot or more. Pans of burning sulphur are then placed on the floor, the smoke and fumes of which give the hops a rich yellow color. They are then subjected to a moderate heat for twenty-four hours. At the end of this time they are entirely cured and ready to be packed in bales for shipment. The hop crop of the Sound will represent over \$2,000,-000 this year.—*Tacoma Ledger*.



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E. V. SMALLEY, - EDITOR AND PUBLISHER.

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A NEW HEALTH RESORT.

The town of Bozeman, Montana, is now building, with the aid of a \$20,000 bonus contributed by public-spirited citizens, a fine hotel of 100 rooms, equipped with all modern comforts and conveniences. It will be opened in February next. Now the building of a hotel, however handsome, in any Montana town, would not seem, at first thought, to call for editorial comment in this magazine. We make note of it here, because the lack of good hotel accommodations is all that has kept Bozeman from becoming widely known and much frequented as a health-resort for the numerous class of invalids to whom physicians recommend the climate of the Rocky Mountains as the best possible tonic and restorative. Bozeman has a remarkable combination of advantages to commend it to health seekers. Its elevation is 4,752 feet above the sea-level, and it is surrounded by a mountain panorama of striking beauty. It lies in the best agricultural valley of the State. It has pure water in abundance from mountain streams which flow through it and feed the irrigation ditches that nurture shade trees, lawns and flower-beds. Its air is not contaminated by the smoke of smelters or the fumes of reduction works. It has large stores, pleasant homes, good schools and numerous churches. Lakes, trout streams and picturesque canyons afford motives for drives and pic-nic parties. There are hot mineral springs a few miles away, improved with bath-houses and hotel, to which an omnibus makes frequent trips. The inhabitants of the place, numbering about 3,000, include many people of education and refinement. Helena, the capital, and Butte, the great mining center, are each about four hours distant by rail. The National Park is reached from Livingston, an hour and a half distant by rail. With a good hotel Bozeman's catalogue of advantages for tourists and invalids will be complete. Physicians of large experience in lung and throat complaints say that the Montana air is better than that of Colorado because there is less alkali in the soil to irritate the breathing organs. At Bozeman the soil is not alkaline at all, being a rich black loam producing heavy crops of grains and vegetables. The Rocky Mountain region of Montana is the coming resort for health-seekers, and Bozeman will soon be prepared to entertain and benefit this large class of Eastern travelers; and not

as a Summer resort alone, for the dry steady cold of the Winter is of almost as much benefit to visitors from the wet and variable Winter climate of the Atlantic Coast as are the invigorating breezes and cool nights of the hot season.

FORFEITING A LAND GRANT.

Just before the adjournment of Congress an act was passed declaring forfeited and restoring to the public domain so much of the original land grant of the Northern Pacific Railroad as extended along the Columbia River from Wallula to Portland. This action of Congress recalls several interesting episodes in the railway history of the Pacific Northwest. The original grant to the Northern Pacific was for a road from Lake Superior to Puget Sound, with a branch by way of the valley of the Columbia to Portland, Oregon. This grant was made in 1864, in the charter of the company. In 1869, before any work had been done on the road, the company was authorized by Congress to extend its Portland branch to some suitable point on Puget Sound. In 1870, at the instance of the Oregon senators, the line by way of the Columbia River to the Sound was made the main line and the company was authorized to build a branch "from some convenient point on its main trunk line across the Cascade Mountains to Puget Sound." The first work done by the company west of the Rocky Mountains was to build a line from Kalama, on the Columbia, forty miles from Portland, to Tacoma, on the Sound. It was determined to make temporary use of the navigable waters of the Columbia, and so, instead of beginning at Portland to build eastward, construction was commenced, in the Fall of 1879, at Wallula, a point near the junction of the Snake and Columbia, 215 miles from Portland. At that time an Oregon corporation operated two short lines of narrow-gauge roads around the rapids of the Columbia, one at the Cascades and one at the Dalles, and by running steamboats on the three navigable stretches of river maintained a very expensive and rather lame system of transportation from tide water into the interior. This system the Northern Pacific Board, then under the presidency of the late Frederick Billings, determined to make use of until they should be fully prepared to undertake the costly job of building their own line along the river to Portland. The N. P. was at that time weak financially. It had with much difficulty negotiated a loan for building from Wallula 225 miles eastward to Lake Pend d'Oreille and another loan for building the Missouri Division from Bismarck to Glendive, and it had no very hopeful prospect for getting the money soon to be needed to complete its road. It seemed prudent to let the Columbia River line wait and to use for a time the steamboats and the narrow gauge portage roads. This plan soon turned out to be a serious blunder. Henry Villard, who at that time was in control of the Oregon and California Railroad and the Oregon Steamship Company, saw the opportunity to head off the Northern Pacific and get possession of the Columbia River route. He secured control of the Oregon Steam Navigation Company, which owned the river boats and the two portage railroads, organized the Oregon Railway and Navigation Company and proceeded to build a railroad from Portland to Wallula along the south side of the river.

Villard's first plan was to negotiate with the Union Pacific, which had begun to show a disposition to reach Oregon; but not meeting with much encouragement from that corporation he turned his attention to the Northern Pacific. His possession of the outlet to Portland and the Pacific which the Northern depended on furnished him a leverage in Wall Street that enabled him to organize his famous "blind pool" in 1881, which gave him the money to buy a controlling

interest in the N. P. stocks. A collapse in the stock market in 1884 broke up Villard's magnificent scheme of controlling for the benefit of the Northern Pacific all the railway traffic of both Oregon and Washington and threw him into temporary retirement. The Oregon Railway and Navigation Company passed into the hands of the Union Pacific and the road down the Columbia River became a part of that company's transcontinental line instead of furnishing the Northern Pacific with its outlet to the sea. The Northern then made haste to construct its authorized branch across the Cascade Mountains to Tacoma. Instead of a line to Puget Sound by way of Portland, its road, as completed, became a line to Portland by way of Puget Sound.

The route down the north bank of the Columbia was still open to the N. P., but it offered small inducements for railway operations in competition with the old line on the south bank. The country supports but a sparse population and for much of the way the river runs through the enormous gorge of the Cascade Mountains, where heavy rock work, numerous tunnels and frequent bridges make railroad building very expensive. The land grant was of itself not of sufficient value to go far towards paying the cost of building. Although the company showed no disposition to build this portion of its original chartered line, the land grant, under the settled policy of the Government that land once granted for railway building does not revert to the public domain until Congress by positive enactment has declared it forfeited, was still alive. No opposition was made by the N. P. to the passage of the forfeiture act. President Oakes recently expressed himself as follows on this subject:

This bill, having received the approval of President Harrison, is now a law. It eliminates from politics a vexatious question which has cast doubts upon the company's title and has retarded the settlement and improvement of its lands. The bill practically confirms the title of the company to all lands coterminous with the road now constructed and will satisfy intending purchasers that the railroad title is good and thereby stimulate the sale of land and the development of the country along the line. The forfeiture of the lands between Wallula Junction and Portland is of no disadvantage to this company, as it never expected to acquire them. On the contrary, it will insure to its benefit, as it will throw open to occupancy a large body of land in Washington and Oregon heretofore reserved for the Northern Pacific. These lands will now be settled up and afford additional traffic to the railroad. The passage of this bill will enable the Interior Department to proceed promptly to adjust the grant and issue patents for all lands that have been earned. The report of the Secretary of the Interior for 1889 outlines the policy of that department in dealing with this question. The policy of the Northern Pacific company in its reports has been to claim acreage under its warrant only for completed mileage. This bill takes out of the jurisdiction of Congress 46,800,000 acres and absolutely secures them to the company. I cannot say what the value of this is to the company except that it establishes forever its right to lands worth, in the opinion of experts, fully \$100,000,000.

MONTANA'S TRUE POPULATION.

The census reports Montana as having 131,739 inhabitants. This falls a long way short of the true population and the figures do a serious injustice to the new State. The enumerators were not to blame, however; the fault was with the census law, which was devised solely with a view to its workings in thickly populated regions. Many thousands of people in Montana and in the other States of the Mid-continent region, are engaged in stock-raising, mining, prospecting and lumbering, in districts remote from towns and railways. Now it was out of the question for an enumerator to hire a team and drive forty or fifty miles in one direction and perhaps a hundred in another, over mountains and plains, to pick up a few dozen names at two cents apiece. The Government had no right to impose such a task. The compensation allowed by the census law was small for enumerating towns, where names could be taken from house to house and street to street; for a sparsely settled country it

was inadequate and ridiculous. To thoroughly canvass the mountain mining districts and the open range districts of Montana would have cost the census takers fifty cents a name. They simply did not make the attempt and the result was that the enumeration was practically confined to the towns, the large mining camps and the settled valleys.

We estimated the population of Montana last Spring at 175,000, and the result of the defective census count has only served to confirm that estimate in the minds of all who know the conditions of life in the young State. The only surprise in the outcome of the Government enumeration is that as many as 131,739 names should have been placed on the lists at the absurd rate of two cents per name.

SOME NORTH DAKOTA FIGURES.

The census makes out the population of North Dakota to be 182,125. In 1880 the counties which now compose the State had only 36,909 inhabitants. It follows that there are now five times as many people in North Dakota as there were ten years ago. The percentage of increase surpasses that of any other State, even exceeding that of Washington, of whose marvellous progress the world has heard a great deal of late. North Dakota made her great gain, however, in the first half of the decade, while Washington has made hers during the past five years. The most populous county in North Dakota is Cass, with 19,552 people—a gain of 10,554. Next comes Grand Forks County, with 18,321 people—a gain of 12,073. Following in their order are Walsh, 16,557; Pembina, 14,310; Richland, 10,739; Traill, 10,202; Barnes, 7,048; Cavalier, 6,425; Dickey, 5,556; Stutsman, 5,220; and Sargent, 5,076. The largest town is Fargo, population 5,613, and the second is Grand Forks, 4,963. The census is somewhat disappointing in regard to the towns but it is a very gratifying showing for the State at large, which, it is plain to see, is steadily going ahead, in spite of the recent vicissitudes of agriculture.

The next decade should bring the population of North Dakota up to half a million. In no other part of the West is there still to be found so large a body of good unoccupied farming land as this State can offer to new settlers. Even in the old settled counties there are hundreds of thousands of acres that have never been touched by the plow and in the comparatively new counties not one acre in ten is tilled.

A STRONG BANK.—A recent circular of the Kiernan News Company says: There is no little comment in financial circles concerning the showing made recently in the weekly bank statements by the Western National Bank. When the present management assumed control, the net deposits were \$7,660,300, while the statement of September 27th shows that they are now \$9,770,900; an increase of \$2,110,600 in five months. Inasmuch as this covers a period of depression in which nearly all the banks have suffered more or less losses of deposits, incidental to Western and Southern demands for money to move the crops (the aggregate losses of all the Clearing House banks since April 1st, exceeding \$9,000,000), this record of the Western National indicates that the new officers are attending with zeal and skill to the bank's business.

THE FAÇADE of the new Metropolitan Opera House, in St. Paul, is now so far up that one can form an idea of the architectural effect of the building. It is rather heavy and somber and decidedly German in its expression, but it is dignified and strong. The entire structure will be absolutely fire-proof and for solidity, comfort, ease of exit, liberal space in aisles, halls, foyer, dressing rooms, etc., it will be a long way ahead of any theater building in the West except the great Chicago Auditorium.



FREDERICK BILLINGS, ex-president of the Northern Pacific Railroad, who died at Woodstock, Vermont, on October 1st, at the age of sixty-seven, was a man of strong character and of many amiable traits. After graduating at the University of Vermont and being admitted to the bar he went to California in the early days of the gold excitement and soon became one of the foremost lawyers of that State. He returned to his old home with a modest fortune and in 1869 became largely interested in the Northern Pacific enterprise. He was president of the company from 1879 to 1881, and to his energy and confidence was largely due the beginning of construction operations west of the Missouri after the long period of inaction which followed the bankruptcy of Jay Cooke. As an active railroad financier in New York City Mr. Billings accumulated a very large property without making enemies or doing injustice to any one. He was kind-hearted and benevolent and was a liberal contributor to many worthy charities. For more than twenty years he was afflicted with a disease which most physicians pronounce deadly, but his great will-power, his naturally robust constitution and his cheerful disposition enabled him to prolong his life to a moderate old age. The town of Billings, Montana, commemorates his name.

ONE of the earliest and bravest champions of the anti-slavery cause died last month at Boise, Idaho. His name was John R. French, and he edited, with his father-in-law, Nathaniel P. Rogers, the first paper in New Hampshire which favored emancipation, at the time when George Thompson, the English orator, was mobbed in Concord for speaking against the crime of holding human beings as slaves. French's paper, the *Herald of Freedom*, was contemporary with Garrison's *Liberator*. Later he was prominent in Republican politics in Ohio, a Treasury official in Washington, a member of Congress from North Carolina and for nine years Sergeant-at-arms of the United States Senate. At the time of his death he was the editor of the *Boise Sun*. I learned the printer's trade in his office, in Painesville, Ohio, and he was my first partner in the newspaper business. When I was brought into Washington from a Virginia battle-field, badly wounded, his friendly and unwearying ministrations brought me comfort and hope. He was a man of fine, heroic temper, always ready to serve a good cause and to help a friend, but he was lacking in the practical, selfish qualities which make what the world calls a successful man. He left no fortune but he is sincerely mourned by all who knew him well.

ONE encounters, now and then, in travel, people and circumstances that do not fit in with the accepted schemes of science and philosophy. One day last month, in a dining car on the Union Pacific Railway, I found myself seated at table opposite a peculiar looking middle-aged, black-eyed woman. She was cross-eyed and one side of her face bore evident marks of former neuralgic suffering. After a little talk about the scenery she brought the conversation around with a jerk to the subject of Christian science. I expressed a mild interest and quoted the chestnut joke about the mind cure requiring no faith

and the faith cure no mind. She was not disposed to trifle with the topic at all, and announced herself as a believer in faith healing, whereupon I said that I was prepared to credit accounts of cures of nervous diseases, originating in mental conditions, by the power of prayer, but that I had never heard of a surgical case being successfully treated by that method. She replied that she herself had been entirely cured of a curvature of the spine of thirteen years' standing by a Christian Scientist in Chicago. The treatment had lasted a month and had consisted of nothing but silent prayer. She had also been wholly relieved of her neuralgia at the same time. Further questioning brought out the fact that after her recovery she had experimented as a faith doctor herself, and among other successes had entirely removed scrofulous ulcers and swellings from the face and neck of a girl by one week's prayer treatment. The little black-eyed woman seemed to be all enthusiasm and sincerity and developed at length the nebulous theory on which the claims of the faith cure people rest.

IN our Minnesota cities we do not know as much of the progress of Omaha as we do of the growth of less important cities that lie west and northwest of us in our northern belt of country. When the recent muddled census brought Omaha out ahead of Kansas City we were astonished; when it ranked the Nebraska metropolis a little ahead of St. Paul we were vexed as well as surprised. I think that our impression was that Omaha would show up about 100,000 inhabitants. She is credited with 134,000. Perhaps there was some padding, and in any case there was a liberal count with no unfriendly restrictions from Washington. The city is not as large as St. Paul, so far as a visitor can judge from looking over the ground covered with buildings or making a comparative study of its general business activities, but it is an exceedingly wide-awake, progressive place and has made a magnificent growth in recent years. The broad business streets are paved with asphalt and the business structures are solid and in many cases imposing. Great attention has been given to local transit, and there are now five electric lines and two cables and only one horse car line remains as a souvenir of a slower age. One of the electric lines runs across the river to Council Bluffs. The cables climb the steep hills where electric power would be inadequate. Our St. Paul Common Council should make a trip to Omaha to study the improvements, and they should take with them Thomas Lowry, our Minnesota street-car magnate, in the hopes that the example he would see might lead him to hasten the exodus of the horse-car from our streets.

ON a train running across Wyoming lately I met a German engaged in coffee planting in San Salvador who was returning from Germany to his estates by way of San Francisco. He said that the Central American coffee now brings a better price than the best Java. In our wholesale trade it is known as Guatemala coffee, that country being much the most populous and productive of the little Central American republics, but when it gets into the retail trade it is classed as best Java. The coffee-planters are making a great deal of money. With a fair crop there is a profit of 250 per cent. on the cost of production. An acre of bearing trees yields about \$400 a year, but four or five years are required to get the trees in bearing. In selling a coffee plantation the land is put in at say \$100 an acre and the trees are counted and reckoned at thirty cents each, which brings the land up to from \$300 to \$400 an acre. Then the value of buildings and machinery is added. The trade of the country is nearly all in the hands of Hamburg Germans. The only way to unite the Central American States into one nationality, said the coffee-planter,

is to build a railroad connecting them all. This would speedily bring them together. Such a railroad would be about 900 miles long, and could be built for \$25,000 per mile.

BUTTE claims to have the only clothing store in the world which is open all night and never closes from one year's end to another. It is conspicuous on the main street by the enormous figures 311 blazing with gas light on its roof. Nearly half the miners of Butte are underground during the day-time, and the night is their only time for recreation and amusement. This wide-awake store stands all alight to welcome their custom as they walk the streets in the small hours of the early morning. No doubt it catches, too, many of the winners from the gaming houses, who hasten to invest some part of their gains in needed raiment before a turn of luck sweeps all away.

ONE day last month the streets of Butte were flooded with "dodgers" headed "Scab Beer," ordering all working men to boycott the beer from two big St. Louis breweries which had refused to allow committees of grievances composed of their own employees to manage the different departments of their business. It is strange that the members of labor organizations do not see that such efforts to dictate what people shall or shall not sell and buy, eat and drink, are much more tyrannical than any of the acts of capital of which they talk so much. In fact there is no despotism tolerated on earth so unjust and unreasonable as would be the despotism of the labor unions if their leaders really had the power they assume. They seek to break down every industrial establishment that does not submit to their dictation, and do not hesitate to take the bread from the mouths of women and children to carry their point in some trifling difference with employers, involving in no way the real interests of laboring people.

EDWARD STRAUSS, with his Vienna orchestra, lifted the Minneapolis Exposition out of the old rut of dullness and sameness last month and attracted to its halls thousands of enthusiastic music lovers. The census quarrel was forgotten for the time and St. Paul furnished almost as large a contingent of delighted admirers of the great waltz king as did the city at the Falls. The little Viennese director must be nearly sixty by this time—it is nearly twenty years since I first heard him in the Volksgarten under the walls of the old imperial Burg—but he is just as electrical as ever in his power over his audience and his control of his orchestra, and when he drops the baton and takes up his violin he dominates with his marvelously clear notes the combined sounds of fifty instruments.

I MET in Omaha a delegation from the Agricultural Department at Washington, headed by the stalwart, white-haired Secretary Rusk, and including the chemist, Prof. Wiley, and Geo. W. Hill, who used to publish the *Farmer*, in St. Paul, and now wears the title of Chief of the Division of Records and Editing. These gentlemen were on their way to visit the sugar beet factory at Grand Island, Neb., where a former Boston man, H. F. Oxnard, is making a notable success of the sugar industry. His experiment promises to open the way to the establishment of other factories in the Northwest. With the bounty of two cents per pound on home-made sugars, provided by the new tariff law, there should soon be a beet sugar movement in Minnesota and in both the Dakotas. Soil and climate in this region specially favor the growth of the beets, but for manufacturing the sugar there must be skill and business capacity to ensure a steady profit. Land can be cropped in beets only one year in four; otherwise there is a serious falling off in the per centage of saccharine matter yielded by the roots.

NORTHERN PACIFIC ANNUAL ELECTION.

The Northern Pacific has returned to its old, original charter custom of electing directors for three years, instead of for one year, as has been the practice for some time past. The stockholders' meeting was held on the sixteenth of October and passed off with entire harmony, only one ticket being put up. The old board was re-elected with two exceptions, Edwin H. Abbott taking the place of C. C. Beaman and David S. Wegg that of C. H. Leland. These changes materially strengthen the Wisconsin Central influence in the board, Mr. Abbott being one of the two trustees of the Central company and Mr. Wegg, who lives at Oshkosh, Wis., being the Central's general counsel. Thomas F. Oakes was re-elected President at the first meeting of the new board, James S. Williams First Vice President, C. H. Prescott Second Vice President and Henry Villard Chairman of the Board. The vacancy in the position of Secretary, occasioned by the death of Samuel Wilkeson, was filled by the election of the Assistant Secretary, Geo. H. Earl.

The annual report showed that the gross earnings of the company, including receipts from leased and branch lines, for the year ending June 30, 1889, were \$22,610,520; operating expenses, \$13,089,136; taxes, \$374,609, making the net earnings \$9,146,756, while from other sources \$1,331,173.24 were received, giving a total net income of \$10,487,928. Out of this was paid: Rentals, \$1,424,021; guaranteed to branch roads, \$1,333,007; interest on funded debt, \$5,115,751; contributions to the sinking fund, \$301,918, and other charges which made a total of \$8,428,307, which, deducted from the net income, leaves a surplus of \$2,059,891. From this must be deducted the dividend paid during the first three quarters, amounting to \$1,112,723, and the dividend which was payable Oct. 15 of \$370,048, leaving a surplus of \$576,411. The gross earnings from traffic, as compared with last year, show an increase of \$2,903,034.

A resolution recommending the directors to increase the rate of dividend or declare an extra dividend, passed unanimously, and the lease of the Wisconsin Central was approved.

A FARM THAT PAID FOR ITSELF.

A method of buying farms which has been experimented some upon in the Palouse Country is that of giving a number of bushels of wheat per acre, the payments extending over a series of years.

This has been generally found to be an exceedingly easy and successful way for a man with but little means, but strong muscles and a plucky heart, to acquire a home and a fertile farm, though the plan has been decried by some and assertions made that it could not be done.

It can be done and has been done.

A case in point is that of R. McQueen, who three years ago purchased 160 acres near town from Galland Bros. on this plan.

He was to pay for the land in wheat raised upon it, fifty bushels per acre, the payments being extended over a period of five years, or ten bushels per acre per year.

Last year and the previous one he made the required payments. This year he has paid, or will pay, the remaining thirty bushels per acre, and yet have wheat left, and his farm clear.

Instead of five years he has paid for it in three from what has grown upon it, and kept enough for his needs.

Can anyone point to any other country where thirty bushels per acre can be taken from a farm toward liquidating its indebtedness in a single year and have wheat left?

What easier way to acquire a fine farm without money than the plan by which Mr. McQueen has secured his?—*Farmington (Wash.) Newspaper*.

MEMORIES.

Did I miss you? Why, really, I wept
When you left me that day long ago,
And my heart seemed sad unto breaking,
With a most crushing sense of my woe.
How foolish of me to remember
The weak, childish grief of that day,
When now we're so very much wiser
And have put all such folly away.

For now we can mingle our laughter
At the sorrow that near broke my heart.
Don't you think it highly diverting
That I grieved so because we must part?
You say I've "a fine sense of humor;"
Ah! I knew that you'd relish the jest,
Imagine me sad and down-hearted,
Filled with silence and tears—and the rest.

I felt sure I should ne'er smile again,
That my life was all withered and dead,
While I pondered how long it would be
E'er the willows would wave o'er my head.
And I wondered if you would be there,
If you'd know why I faded and died.
Why, I even imagined that tears
Filled your eyes as you knelt by my side.

Do you say they are filling mine now?
Is that strange? Why, I laugh till I cry
In remembering those foolish old days,
When I thought it so easy to die.
That because a friend and I parted
It should then be the end of all things;
How charming to laugh at such folly,
When the nonsense has all taken wings.

Yes, laugh at those foolish old fancies,
When my life was all centered in you.
I knew you would scarcely believe it,
Even I find it hard to think true.
Don't tell me you feel grieved and sorry,
That a thought like that ne'er crossed your mind;
Why, the best joke of all is in that,
In your being so perfectly blind.

You really mean all you are saying?
Friend, I thank you, but must answer no.
The hour for all that has long vanished,
For it came and went ages ago.
It died years ago, and was buried,
And we'll scatter bright flowers where it lies;
Now let me say "peace to its ashes"
And smile though there are tears in your eyes.

HENRY EDWARD DEANE.

St. Paul, Sept. 22, '90.

ON THE THRESHOLD.

I lie prone on the golden threshold—
Yet I climbed not the golden stair,
But a mighty joy, on its pinions,
Lifted and left me there.

I rest my head on the threshold,
But my feet are without in the night;
Yet my being is all in a quiver
With the wonderful glory and light.

My face I lift not from the threshold—
I am meek with unspeakable bliss;
And I feel that Eternity's meaning
Is centered in moments like this.

But my feet have not passed o'er the threshold,
And, away from the glory and light,
Out from the Heaven of Heavens,
They must carry me on through the night.

But the rapture will linger and whisper:
"All that has been is to be;
And the joy that thou ever hath tasted,
Still liveth and waiteth for thee."

FLORENCE N. BOWEN.

Litchfield, Minn., October, 1890.

MA CUSHLA CHREE.*

Just as high as my heart; were she taller,
I fancy she could not see
The love name I often call her,
That's in it, ma cushla chree.

Just as high as my heart: were she shorter,
I fancy she might not be
Quite so near to the heart that sought her
And loves her—ma cushla chree.

Just as high as my heart; so its beating
Can tell her a story for me,
When she listens to hear love's greeting,
And it whispers, "ma cushla chree."

Just as high as my heart—O my darling,
That heart I have given to thee!
To thee, my song-bird, my starling:
Wilt thou keep it, aushla machree?

W. E. P. FRENCH.

*In Irish "ma cushla chree" means "vein of my heart."

PHILLIPS, WISCONSIN.

A Prosperous Young Town in the Forests of Pine and Hardwood.

Any observing traveller on the Ashland division of the Wisconsin Central Railroad will note the long stretch of bright, thrifty looking stores that face the track, when he reaches Phillips. The general air of business prosperity that seems to pervade impresses him at once, and as he paces the depot platform for the few minutes the train stops, his attention is drawn from the street above him by the hum and buzz and whirr of saw-mills and planing-mills behind him, on the opposite side of the tracks. Every moment adds to his interest; and the chances are that if he is a traveller fond of general information, he will be found questioning his fellow-passengers about the place long after they have passed it. His interest increases as he gathers facts concerning the town, and this fund of information, coupled with the cheerful aspect that lingers in his mind, invariably leads to the conclusion that Phillips is one of the important points on his route. And it certainly is, as the reader will readily admit, who gets his knowledge from these pages, or any other reliable source, or pays the town a visit.

The progressive spirit is displayed everywhere and in everything in and around about Phillips. A movement of any kind, public or private, social or commercial, is sure to result in permanent benefit to the community. It is noticeable that when a citizen speaks of a contemplated improvement to his property or that of his neighbor, the personal advantage is not largely dwelt upon—it is adding so much to Phillips. When such a spirit dominates in a community, it is certain to grow rapidly and substantially.

Phillips is purely a "lumber town" at present, from an industrial point of view, being located in the heart of the heaviest timbered part of Wisconsin, though the prospects are that it will in a few years develop into an extensive farming community, the lands that are cleared of hardwood timber being well adapted to the production of small grains, root crops and grasses. The farmers that have undertaken the cultivation of this soil are thrifty and increasing rapidly in number.

The village was platted in 1876, by the Wisconsin Central Railroad Company, who that year closed the gap of forty-four miles intervening between Glidden, on the north, and Worcester on the south, which had since '73 been traversed by a stage line. In November, the day of the Presidential election, the town organization was perfected, with John O'Brien as chairman. This sturdy pioneer lived for several years to assist in building up the little settlement in the wilderness to a prosperous lumber town, which was named Phillips, after E. B. Phillips, at that time general manager of the Wisconsin Central Railroad. For the first few years there was little growth, the place simply being a sort of headquarters for the lumbering operations of the upper Chippewa waters. No timber whatever had been cut on the present business and residence portion before the town was organized. A number of the first settlers are still residents of Phillips, among whom may be mentioned A. D. Lunt, C. H. Roser, Allan Jackson, F. W. Sackett, Judge E. W. Murray, W. H. Wilson, C. S. Webster, Wm. Waddell, Jas. McKinley, Jas. Quail, M. Barry and C. H. Williams.

In 1879 Phillips was made the county-seat of Price County, and the following year the present handsome court house was erected.

The first saw-mill was built in 1884 by the Phillips Lumber Company, since merged into the John R. Davis Lumber Company. Previous

to that time all logs were floated down to supply the Mississippi River markets. The chain of small lakes, extending in a south-westerly direction a dozen miles from Elk Lake, opposite the town, are yet utilized in the transportation of the immense quantity of logs cut each year. A well posted gentleman estimates that no less than 100,000,000 feet of timber passes through these waters annually. Add to this the Davis Company's yearly cut, and there is a grand total presented of about 140,000,000 feet as the annual product of this section. After learning this much, the writer was not greatly surprised when told by the station-agent that upwards of 200 cars of camp equipments and supplies were distributed from this point each month during the Winter. The army of men who go into the depths of the forest to cut this quantity of timber must be fed, well and plentifully, and the grocers, the hardware merchants, the dry-goods dealers and the clothiers of Phillips send them what they want. Quite a jobbing trade is done, too, by these merchants, with smaller towns along the line, thus making Phillips a general trading point for a large section of timber country. The man of way-bills also stated that the year's output of lumber, manufactured and otherwise, would average nearly 300 cars a month—an increase over last year of about fifty per cent. Two new mills are to be put in operation soon, which will make the shipments 350 cars or more each month. This is certainly a very creditable showing for a town that five years ago had less than 500 people in its limits. But the last census gave it nearly 2,000.

There is an abundance of hardwood in this immediate neighborhood that should be used in manufacturing. Birch, maple, ash, ironwood and elm are found in unlimited quantities, and could be brought to the mill at very slight expense. But there is no mill for working hardwood anywhere in this section. A furniture factory, a chair factory or a hub and spoke factory would be welcomed and encouraged in a substantial way by the citizens. Then there is plenty of bass-wood which could be made into tubs and pails. A tannery would undoubtedly do well here, when once well under way, bark being obtainable at \$2.75 to \$3.00 a cord, which costs \$11 and upwards in the East. It will not be long, however, before all these advantages will become known, and manufacturers will be seeking sites for extensive plants.

The public buildings are substantial structures, devoid of cheap ornamentation, comfortable and convenient. They consist of a court-house, jail, poor-house, county fair buildings, town hall, an amusement hall, and an independent People's Church, presided over by Rev. Mr. Todd, who enjoys more than a local reputation as a divine of exceptional ability. An incandescent light plant is being put in, and every public building and business house will soon be supplied with these lights. Are lights have been in use for some time.

The *Times*, a weekly newspaper edited and published by F. W. Sackett, is an influential journal which receives able support throughout the county. Mr. Sackett enjoys telling how he commenced the publication of the paper in 1876, and issued it for several months without having anywhere around the office even the faintest semblance of a subscription list. But perseverance finally gained him a foothold, and he is now enjoying a fair degree of prosperity; as a good newspaper man should.

The *Bee* is a younger publication that is making good headway under the editorial direction of Geo. Stein, Jr. It is liberally supported and well edited.

The lakes and woods in this vicinity are said to be "fairly alive" with fish and game. Deer are plentiful, bears are not hard to find, and

smaller game abounds. The usual fish stories are told in the usual cold-blooded, convincing manner that comes with frequent repetition. But there is good foundation, undoubtedly, for many of the enthusiasts' yarns, and sportsmen from the cities would perhaps stand a better chance of finding their Paradise in this neighborhood, than anywhere in the State.

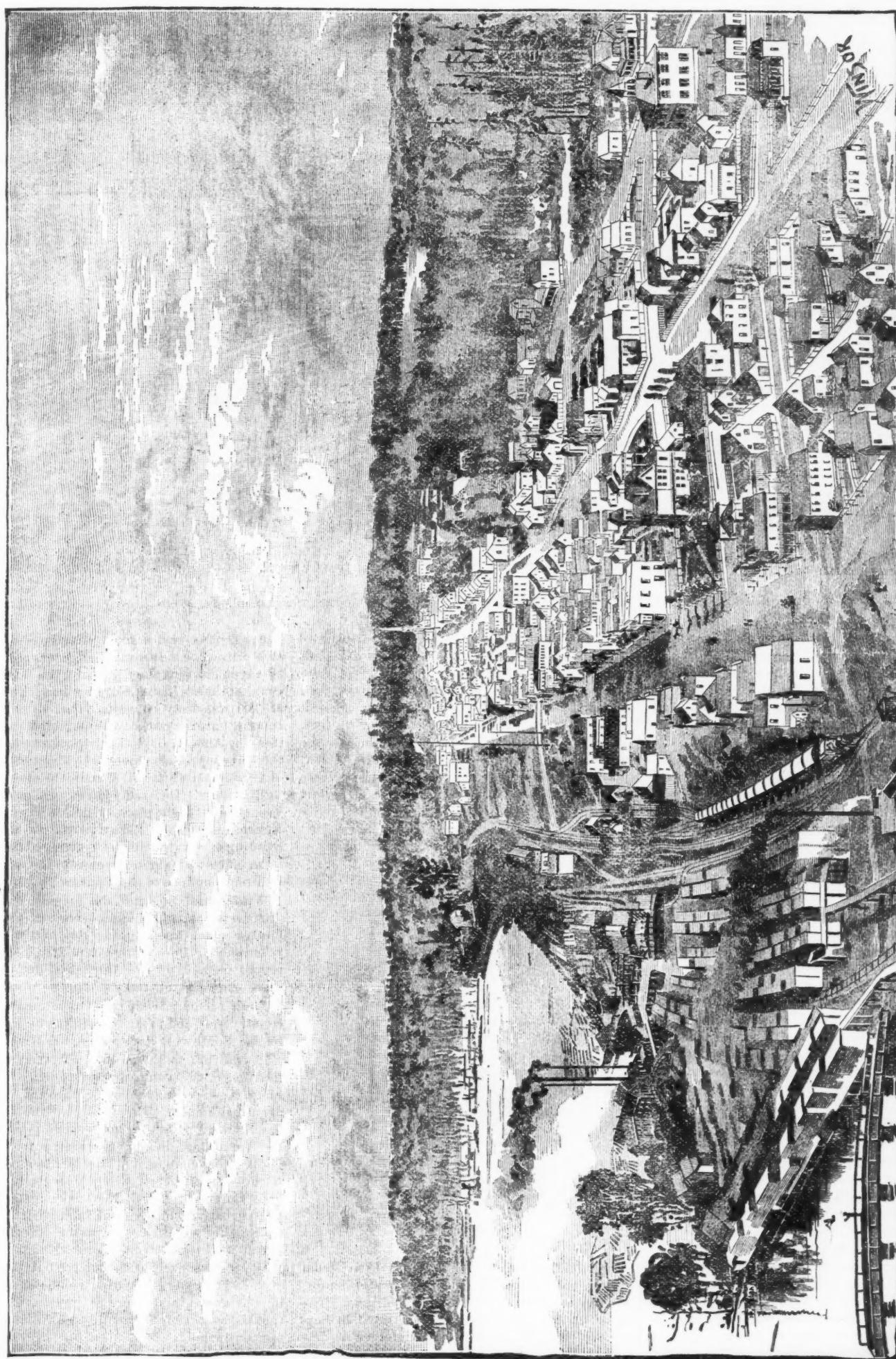
Last month, after a year's agitation of the question, a business men's union was organized, with some thirty-five members. This body of representative men of Phillips will look after the commercial interests of the town in a way that will undoubtedly prove effective in the near future. The acquisition of manufacturing establishments will be the main object, though all matters upon which such a body might deliberate, will receive due attention. Even before the organization was fairly complete, inquiries in regard to suitable sites were received from three different manufacturing firms. With inducements such as the union is able to offer, it is highly probable that these and others will find it to their interest to locate here. Where there is unity of thought and action; a sufficiency of that energy sometimes called "steam," and no petty jealousies, such as are frequently met with, the advantage to a town of an organization of this kind is simply incalculable.

The late Wm. T. Price, Member of Congress from the Eighth District of Wisconsin, began hauling logs on Elk River as early as 1873. He was the first logger in this region, of any consequence. His political career, to judge from incidents related by old acquaintances in Phillips, would make a story of unusual interest, even though it were prepared by the prosiest of writers. "From a Logging Camp to Congress" may possibly be a work held in reserve for the growing generation?

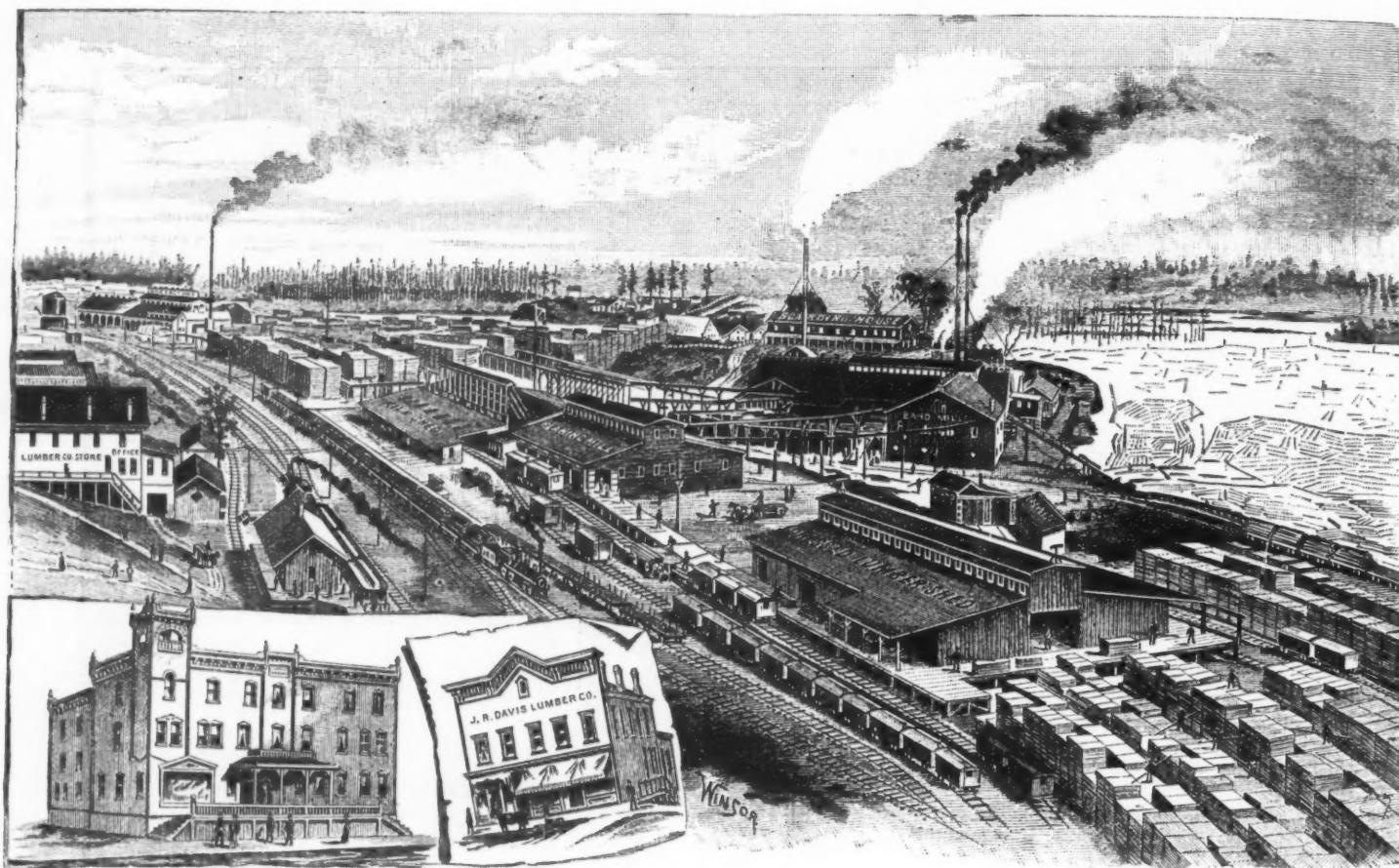
A noticeable feature of every-day life in Phillips is the freedom from boisterousness and rowdiness generally seen in lumber towns. No more quiet, orderly community is to be found on the Wisconsin Central line, though saloons are very plentiful, and apparently quite prosperous. The mayor and town council may be entitled to some credit for this condition, but I am inclined to think it is due to self respect, which the woodsman and the "prominent citizen" alike seems to carry with him, in just about the proper quantity.

Judge Murray, of the Probate court, was a contractor on the Wisconsin Central in '75. His first appearance in Phillips was in the role of a footsore and weary traveller, carrying a pack of provisions and clothing on his back. The railroad was several miles yet south of Phillips. But the judge foresaw that a good-sized town would spring up there before many years, and he invested his entire worldly wealth in frame buildings. But along in May of '77 came one of those sweeping fires that seem to delight in wiping small, struggling towns out of existence, and the judge woke up one Sunday morning, "busted." But he did not remain so for many years, and he is taking life at the present time quite easy.

The rapidity with which men handle logs and lumber in a saw-mill equipped with the latest improved machinery is really wonderful. I watched them at work in one of the Davis company's mills for half an hour one day, and timed a few logs. A "band" saw nearest the door seemed to be making quick time, and the two and a half minutes required to tear up a log about sixteen by one and one-half feet in size, appeared to me, remarkable. I stepped over to a young man who was for the moment idle, and expressed my surprise. He looked at me and grinned; then pointed to another gang at work with a circular



VIEW OF PHILLIPS, WISCONSIN.



JNO. R. DAVIS LUMBER CO.'S PLANT, OFFICES, STORE AND HOTEL, PHILLIPS, WISCONSIN.

saw, and suggested that I time that one. I did so, and my eyes began to bulge out with astonishment. A log some larger than the one before mentioned was placed on the carriage, run through the saw eleven times, turned three times and entirely cleared away, in exactly one minute.

A Nimrod by nature and by instinct is Geo. E. Anthony, of the St. Paul Lubricating Oil Company. He makes Phillips his headquarters in the hunting season, that he may be constantly within shooting distance of the bears, deer, turkey-buzzards, snipe and jack-rabbits that are supposed to lurk in the woods hard by. In an impulsive moment, inspired, possibly, by the information that I did not hunt wild animals, Mr. Anthony confidently told me that whole herds, gangs, coveys, squads and battalions of game could be found—"right here in Price County." But the magnanimity of the true sportsman came to the surface and almost brought me to tears, when Mr. A. offered to give me a full report of the day's shoot before he left the hotel in the morning. Such little acts of kindness make the whole world kin. (Out of respect to Mr. A.'s feelings, the report is suppressed. He returned to the hotel late that night weary and heavily-laden—laden with disappointment; but his conscience was clear.)

HILDE.

THE JOHN R. DAVIS LUMBER COMPANY.

One of the largest, most complete and most systematically operated lumber manufacturing plants in the Northwest is that of the John R. Davis Lumber Company, of Phillips. A detailed description of its machinery or workings would not be interesting to the average reader; but a number of facts pertaining thereto must have a place here. The band and circular saw mills have a capacity of and are actually turning out, 40,000,000 feet a year. The planing mill has a capacity of 200,000 feet a day. The

box factory completes and ships two car-loads of boxes every day. The group of eight dry-kilns have a drying capacity of 75,000 feet of lumber per day, besides the output of 40,000 each of lath and shingles. The immense dressed-lumber sheds accommodate 3,000,000 feet. There is a logging railroad, extending to the various camps, with twenty-eight miles of track, two locomotives and sixty cars, all the private property of the company. There is a perfect

under control, and a most disastrous conflagration prevented. Insurance adjusters assured the management that the Chicago Fire Department could not have done better work. The loss of \$15,000 was fully covered. The kilns are now rebuilt, having just been completed. Quite an item, by the way, is the insurance carried by the company. This amounts to about \$300,000.

A prominent feature, also, is the electric (arc) light system. Contracts have been made for an incandescent light plant, which will supply the business houses of Phillips as well as their own buildings. A telephone system connects the main office with various camps in the woods, and different portions of the plant at Phillips.

Winter and Summer the logging operations are carried on, and the machinery of this great lumber plant keeps going day and night, the year round. Two-hundred and fifty men are employed in and around the mills, and as many more are constantly at work in the woods.

Their product is shipped to all parts of the country, east and west; though the bulk of it goes to the Southwest and to Missouri River points.

In addition to the mills and other property mentioned, the company own a large boarding house, a general merchandise store and seventeen dwelling houses. They are also the owners of the National Hotel, a house very popular with the travelling public, and well patronized by Phillips business men. The landlord is W. H. Nichols, a gentleman whom everybody likes to meet the second time. Next Spring the hotel is to be greatly enlarged and improved, by being thoroughly supplied with water, electric lights and steam heat in every room. Other properties of the company might be named, but the extent of their interests is Phillips is sufficiently shown by the above, and there is reason to believe that the concern is thoroughly appreciated by the towns-people.

Of the Davises themselves much might be written of interest. But being naturally modest



BENJ. W. DAVIS.

system of water works, having three steam pumps, one and one-half miles of water mains, and any number of well located hydrants. The value of the system was demonstrated in September, when six of the above referred to dry-kilns were destroyed by fire. Notwithstanding the high wind that prevailed, the fire was kept

gentleman, the writer was forced to content himself with very brief biographical sketches.

John R. Davis, president of the company, resides at Neenah, Wisconsin, although his duties of looking after the numerous interests of the lumber company keep him away from home most of the time. He is forty-one years of age, and may be said to be the architect of his own fame and fortune. Mr. Davis was a miller by trade. He forsook that occupation for two years and took up lumbering on Wolf River, Wisconsin. Returning to Neenah, he again engaged in flour-milling, with John Stevens, in connection with whom he became identified with the Stevens patent rolls, and roller system, now used in every part of the civilized world. He became interested successively in the firms of Howard & Davis and Kreuger & Davis, at De Pere, Wis. In 1882 he began disposing of his flour-milling properties, and commenced operations the following year as the Phillips Lumber Company; his brother, Ben. W. Davis, assuming the local management. His business career has been remarkably successful; but his brains and energy have accomplished it.

Benj. W. Davis, secretary and local manager, whose portrait appears elsewhere in this issue, made his debut at Neenah twenty-eight years ago. Great responsibilities rest upon him, yet he bears them easily, and shows in every word and movement that he is fully capable of directing the operations of the small army of men in his employ, and securing the best results. He first took charge of the plant in 1883, when it was operated under the name of Phillips Lumber Company. That year about 10,000,000 feet of lumber was the total product. This year it will reach 40,000,000. Mr. Davis enjoys the confidence and esteem of his fellow citizens, among whom he is one of the foremost in the encouragement and promotion of any public enterprise.

RIB LAKE, WISCONSIN.

At the end of a little branch on the Northern division of the Wisconsin Central Railway running out from Chelsey lies the little town of Rib Lake. This pretty hamlet gets its name from the lake on whose border it stands and dates its origin back to 1882 when the place was first chosen by Mr. J. J. Kennedy for his lumber operations. The town is nicely situated, standing on the margin of this handsome sheet of water which is about two miles long and nearly a mile wide. The lake with its wooded slopes, indented coast and enticing little coves gives to the place many peculiar charms dear to the lover of nature and the sportsman.

Town and lake make a lovely picture hemmed in with a gorgeous forest frame of solemn pine and a bounteous sprinkling of maple with a bright red tinge of scar in gay contrast with the sombre foliage that has not yet succumbed to the advancing season.

The population of the town is about four hundred consisting of the employees and their families, and it would be difficult to find a community more content, prosperous and happy. Nearly all the old employees who started in with Mr. Kennedy when he first located the place are still with him, this long residence, with the generous treatment of their employer, has endeared the place to all of them and their leaving is generally a matter of keen regret. The utmost social and friendly feelings exist amongst the people, who are entirely free from conventionality. They have an excellent school and a splendid church is soon to be added. The sports and plays are liberally patronized here. The town can boast a town hall, a half mile race track, a couple of baseball clubs, hunting and fishing clubs, and a few others for social purposes. The people are entirely free from municipal restraint, having no

local government, and in fact none is needed.

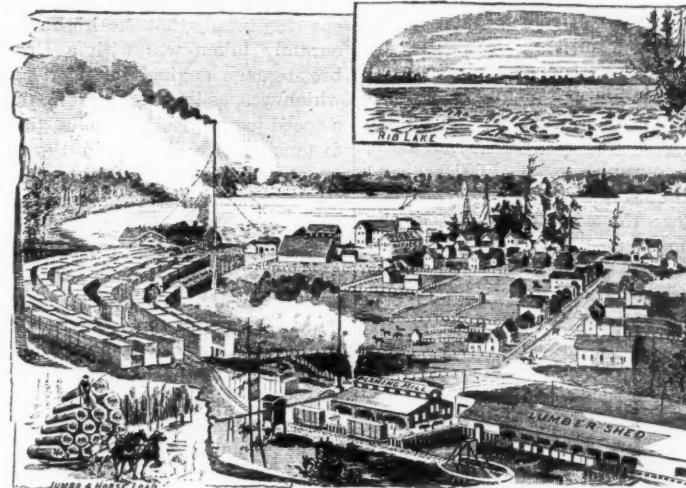
The absence of the saloon is a noticeable feature and has in a great measure contributed to the comfort and happiness of the people. Employment is given to the men the whole year round. They are engaged in the saw and planing mills in Summer, and in the woods in Winter. This constant employment, with low rents, cheap fuel and good wages and the absence of places where extravagances could be indulged enforce economy. The location of the town of Rib Lake is permanent. It differs materially from that class of transient saw mill towns which in a few years eat up their supply and leave only a few patches of slabs and saw dust to mark their existence. The great quantity of timber owned by Mr. Kennedy tributary to Rib Lake will give employment to his mill for the next twenty years, and with the manufacture of hemlock and hard wood will continue the industry indefinitely. The present capacity of the Kennedy mill is to be enlarged about half this Winter, although its cut this season has been quite respectable, being over twenty-two million feet.

With the changes contemplated in the capacity of the plant there will be added a water heating apparatus, which will enable them to operate the

A STRANGE CASE.

A singular case is reported to the La Grande, Oregon, *Gazette* of a Union County man who spoke his first word one Wednesday last month, after a silence of seventeen years. The name of the man who has undergone this agreeable change is James Smith, brother of a well-to-do farmer living near Island City, in that county. In 1873 Mr. Smith was prostrated with a severe attack of fever, and during his sickness lost all power of speech. He recovered his faculties in every other way, and has since been as strong as the average man. He had taken a land claim, and came to the land office Wednesday to see about it. In some transaction with the officials, which he probably did not understand, he conceived the idea that he was being defrauded, and was seized with a fit of passion almost bordering upon insanity and immediately commenced to take a "blue streak." His conversation was disconnected, but every word was articulated as plainly as if he had never been deprived of the power of speech. He has since been able to talk readily, and seems to be making up for lost time.

A singular feature of the affair is that his conversation is principally upon topics that were



J. J. KENNEDY'S LUMBER MILL, RIB LAKE, WISCONSIN.

mill in the Winter season as economically as in Summer. To J. J. Kennedy belongs the honor of having hauled the largest load of logs ever moved in Wisconsin. This was called the Jumbo four-horse load, which consisted of twenty-one logs which scaled when cut 22,291 feet. The load was hauled from one of the camps five miles away by four horses. The seven miles of railroad connecting Rib Lake with the main line was built by Mr. Kennedy a few years ago but has since become a Wisconsin Central branch. Very few yards in Wisconsin compare in size with the Kennedy yards which comprise six railroad tracks and contain over twenty million feet of lumber. The entire output of the mill is contracted for annually by Curtis Bros., of Iowa. The remarkable fertility of Taylor County is attracting a great many settlers, and in no portion of it are better advantages to be found than in the Rib Lake district. Here the subsoil is of a light, gravelly nature with a black loam top soil, rich and quick yielding. Diversified farming can be carried on very well, but hay and vegetables pay better, and dairying pays well.

R. G.

Though this is said not to be a great year for corn in the United States, the crop is estimated to exceed 2,000,000,000 bushels.

prominently before the public at the time he lost his speech. The theory of the physician who is attending the man at La Grande is that part of the brain controlling the vocal organs had become paralyzed during his long sickness, and had again become stimulated to action by violent passion.

IMPROVEMENTS IN TOWNS.—One of the curious facts which workingmen and mechanics detailed to do work in different towns notice is that the small country places are frequently ahead of the metropolitan cities in the way of scientific improvements. Many a rural town of 5,000 or 10,000 inhabitants quickly avails itself of the opportunities which the city inventors and scientists have been discovering for years. Thus it happens that little towns of a few thousand population, which have grown up within the last four or five years, have electric lights, electric railways, cable lines and water works more perfect than the big cities have.—*Eugene Field in Chicago News.*

It may cost from \$20,000 to \$25,000 to build a first class palace car. If that palace car is used 300 days in the year and its seats give a daily rental of \$50 the annual income would be \$15,000, but many of these cars turn in \$25,000 a year.

POPULAR SCIENCE.

Longevity of Trees.

From observations made on specimens still in existence, the longevity of various trees has been estimated to be in round numbers as follows:—Deciduous cypress, 6,000 years; baobab trees, 5,000; dragon trees, 5,000; yew, 3,000; cedar of Lebanon, 3,000; "great trees" of California, 3,000; chestnut, 3,000; olive, 2,500; oak, 1,600; orange, 1,500; Oriental plane, 1,200; cabbage palm, 700; lime, 600; ash, 400; cocoanut palm, 300; pear, 300; apple, 200; Brazil wine palm, 150; Scotch fir, 100; and the balm of Gilead, about fifty years.

Three Taste Tracts on the Tongue.

Taste is not equally distributed over the whole surface of the tongue; there are three distinct regions, or tracts, each of which has to perform its own special office, or function; the tip of the tongue is concerned mainly with pungent and acid tastes; the middle portion is sensitive chiefly to sweets or bitters, while the back or lower portion confines itself entirely to the flavors of rich, fatty substances; this subdivision of faculties makes each piece of food undergo three separate examinations before it is admitted into full participation in the human economy.

A Photographic Marvel.

One of the wonders of astronomy, and photography as well, is found in the fact that after an exposure of 33 minutes, the same instrument which renders visible to the human eye stars of the fourteenth magnitude, which in the entire heavens would register about 44,000,000 of stars, shows to the photographic eye 134,000,000, and on an exposure of one hour and twenty minutes would throw before the astonished gaze of the beholder a luminous dust of 400,000,000 stars. Never before in the history of humanity has man possessed the power of penetrating so profoundly into the depths of the infinite.

How to Woo Morpheus.

A physician recommends a cup of hot bouillon or hot milk, sipped slowly, but while still hot, before going to bed, as a better sleep inducer than all the opiates in the pharmacopœia—as better even than a clear conscience, which isn't very good ethics, you know, but which may be very good medical doctrine notwithstanding. At any rate, his explanation therefor is a solid one. The hot fluid taken into the stomach brings about an increased activity of the blood vessels of the stomach—a slight temporary congestion, which relieves the overcharged blood vessels in the brain, and so induces a natural and refreshing sleep. To give this remedy its utmost potency, however, no food should be taken with it, not even a tiny wafer, and the liquid should be sipped as hot as it can be borne.

Migration of Toads.

Without a bugle call or a drum beat to announce the arrival of the hour for a general advance, the millions of little toads that have been so conspicuous for their number in this city for several days, started on a journey north yesterday afternoon. Soon after the heavy shower had ceased the toads, by the hundreds, thousands and millions, started on a hop, skip and jump, and the many interested spectators at once observed that the migratory movement was in the direction of the north. The toads had been keeping close to the river for several days, and the number that covered the banks for miles is beyond the power of calculation. The tiny creatures seemed gifted with intelligence, and it was noticed that, unless headed off, they never lost any ground by retracing their hops.

The liveliest scene was on Market street. Tens

of thousands of the toads came up from the river or hopped west along the railroad to the roadway crossing the tracks, and advanced like an army up Market street. The crossings at the market street toll gates were black with them, and hundreds lost their lives beneath the wheels of passing trains.

The railroad proved an almost unsurmountable barrier, as they were unable to jump over the rails, but they followed along until they came to the jumping-over place. Many succeeded in getting over the first rail only to be made prisoners between the rails, but in due course of time they succeeded in getting out, and then continued north. About dusk last evening they were crossing the canal, where they had temporarily halted, ostensibly for rest and refreshment. A curious feature in connection with the sudden emigration was the fact that the toads made use of public highways, including the alleys. Very few of them were found in yards. Their movement was regular and well defined, and they kept at it with a steadiness that was surprising.

—*Wilmington (Cal.) Gazette.*

How Fast a Locomotive can Travel.

In regard to the much-discussed question as to the rapidity with which a locomotive can be run, some interesting official figures have been given by Mr. Stretton, an eminent English engineer, in a communication to the *Mechanical World*, showing briefly that the highest speed ever accurately taken was with a Bristol and Exeter broad-gauge engine, having 9-foot wheels, and which was, as long ago as 1853, officially timed at a speed just over eighty miles an hour for a short distance, this occurring in the case of a falling gradient and with a light load. He also distinctly asserts that this speed is the maximum that can possibly be obtained with locomotives of the present type, the cause of this being, he declares, that at such a speed as that, the resistance of the air, the back-pressure in the cylinders, and the friction altogether have become so great that they absorb the whole power of the engine, while the back pressure on the wrong side of the piston becomes greatly increased by the fact that the exhaust steam cannot be got out of the cylinders fast enough.

In reference to this matter, the *Engineer* remarks: It seems to be quite clear that if steam enough could be supplied to a locomotive engine any speed could be attained, unless the resistance to its progress augmented in such a proportion that the boiler pressure was not great enough to overcome it. The engine would then be, to use a marine phrase, "locked up." We know that at a velocity of as much as seventy-two miles an hour on a level a well designed single-driver light engine will run with the throttle but little open and apparently exerting but little power indeed. It is not easy to see why an addition of eight miles an hour should pile up the resistance as it is said to do. The question seems, however, to bristle with anomalies and contradictions of the most puzzling and vexatious character, and we are at times tempted to believe that these difficulties have no existence, in fact, are for the most part the creation of fancy.—*Mechanical Engineer.*

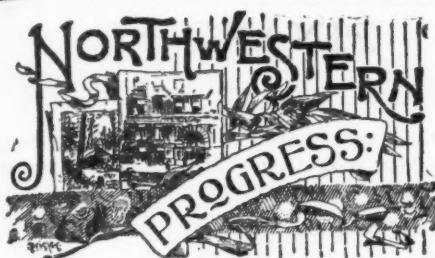
The Wonders of the Sea.

At the depth of about 3,300 feet waves are not felt. The temperature is the same, varying only a trifle from the ice of the pole to the burning sun of the equator. A mile down the water has a pressure of over a ton to the square inch. If a box six feet deep were filled with sea water and allowed to evaporate under the sun, there would be two inches of salt left on the bottom. Taking the average depth of the ocean to be three miles, there would be a layer of pure salt 230 feet thick on the bed of the Atlantic. The water is colder

at the bottom than at the surface. In many bays on the coast of Norway the water often freezes at the bottom before it does above. Waves are very deceptive. To look at them in a storm one would think the water travelled. The water stays in the same place, but the motion goes on. Sometimes in storms these waves are forty feet high and travel fifty miles an hour—more than twice as fast as the swiftest steamship. The distance from valley to valley is generally fifteen times the height, hence a wave five feet high will extend over seventy-five feet of water. The force of the sea dashing on Bell Rock is said to be seventeen tons for each square yard. Evaporation is a wonderful power in drawing the water from the sea. Every year a layer of the entire sea, fourteen feet thick, is taken up into the clouds. The winds bear their burden into the land and the water comes down in rain upon the fields, to flow back at last through rivers. The depth of the sea presents an interesting problem. If the Atlantic were lowered for 6,564 feet the distance from shore to shore would be half as great, or 1,500 miles. If lowered a little more than three miles, say 19,680 feet, there would be a road of dry land from Newfoundland to Ireland. This is the plain on which the great Atlantic cables were laid. The Mediterranean is comparatively shallow. A drying up of 660 feet would leave three different seas and Africa would be joined with Italy. The British Channel is more like a pond, which accounts for its choppy waves. —*Ocean.*

Facts About Flies.

"The popular notion that house flies walk on the ceiling by the help of the suckers on their feet is a mistaken one," said a man of science to a reporter. "Notwithstanding the testimony on this point of many old and respected authors, the fact is that the fly has no suckers on his feet at all, but each of those six members ends in a pair of little cushions and a pair of hooks. The cushions are covered with ever so many knobbed hairs, which are kept moist by an exuding fluid. Thus a fly is able to walk on a smooth wall or ceiling or window pane, and apparently defy the law of gravitation by the adhering power of the moist hairy pads. You will understand the theory of it if you will touch the moistened end of your forefinger to the window glass or any smooth surface and observe the perceptible adhesion. For walking on rough surfaces the fly's foot cushions are of no use; but the insect is provided with the twelve strong hooks mentioned to do its rough travel with, clinging by them to any such surface as a whitewashed wall or cloth. Another prevalent fallacy is that the smaller flies seen in houses are young ones. As is the case with all insects, the fly's growth is accomplished in the larva state; it ends with the issuing from the pupa and the expansion of the wings. Individual flies differ in size of maturity, just as is the case with man and other animals. Every house fly that you see was once a crawling maggot. The eggs laid by the female fly are usually deposited in warm manure or in decomposing vegetation. Each stable in summer that is not kept remarkably clean is a hatching and propagating place for flies. Within twenty-four hours after the eggs are laid they are hatched out into footless maggots, which inhabit the filth they are born in for a week and then contract to little brown objects known as puparia. Within this hardened skin the maggot is transformed to the perfect fly, which crawls out of the puparium five days later, already grown to full size, and wings its way to share your luncheon. A fly lives about three weeks. When the cold weather comes the flies nearly all die; but a few vigorous females remain torpid in nooks and crannies, thus surviving the winter and continuing their species."



Minnesota.

A YEAR to-day it is promised that the Duluth, Port Arthur & Western Railroad will be running from Duluth to Port Arthur. It will connect at Ely with the present Iron Range Railroad, and make a new lake shore outlet north to Two Harbors. It will open up a new iron range mining district to the north, and give Duluth another outlet over the Canadian Pacific north and west of Lake Superior. Its importance is manifest, and the certainty that it will be put through on time is one of the best things that can be said for it.—*Duluth Herald*.

THE BIG WEYERHAUSER PINE LAND DEAL.—On Monday Chief Cruiser J. A. Millet, of the Weyerhauser Syndicate that is located at Brainerd, arrived with his crew of estimators, to resume operations in the big timber deal made with the Northern Pacific Company. They outfitted in fine shape, and then set out to the southwest from Grand Rapids, where they left off last July. Mr. Millet stated that all the preliminaries had now been arranged by his people, including the company's organization, which is the Pine Tree Lumber and Logging Company; and wanting only a decision as to exact location, which the company's committee are this week determining. This timber deal will amount to about 1,000,000 of dollars in land and timber. The timber estimates are likely to approximate 500,000,000 feet, and the Weyerhausers have already paid the Northern Pacific between \$300,000 and \$400,000.—*Grand Rapids Eagle*.

North Dakota.

JAMESTOWN will be benefited in more ways than one by the Northern Pacific extension to Pierre. It will bring a great deal of South Dakota travel north to take the best line either east or west. The hotels and stores will gather in many dollars from the travel. It is said the road will be completed this year, or at least a portion of the line.—*Jamestown Alert*.

FARMERS are busy plowing back ground for next year's crop. The soil is in first class condition to work and every minute of daylight between this time and freezing up will be used to get ready for 1891. The season of abundant rains has certainly begun and North Dakota is booked for a long period of growth, with yearly increase in wealth and population.—*Jamestown Alert*.

EVERY North Dakota paper we pick up has more or less to say about the bringing in of Montana sheep and the favorable prospects of the sheep industry. Capt. McGinnis, of Jamestown, who lately distributed 2,500 head among the farmers of Foster County says there is

more feed on one acre of Dakota soil than on ten acres in Montana. In every county there is a demand for sheep and there is money in bringing them from Montana or even from Oregon and either selling them for cash or putting them out on shares with responsible farmers.

JAMESTOWN celery is now sold all over Dakota and Montana and its reputation is well established. The quality of the Jamestown article is so superior that exchanges frequently comment on the fact. A few days ago the Bismarck Tribune ventured the opinion that the Jamestown article is superior to that grown at Kalamazoo, Michigan, and this week's Casselton Republican says it is the finest that ever came to that market. The soil about here is peculiarly adapted to the growing of celery and Jamestown bids fair to become another Kalamazoo. The industry has already grown to considerable proportions, the acreage increasing each year, but the supply has not been equal to the demand.—*Jamestown Alert*.

THE RED RIVER VALLEY.—As the seasons come and go, experience teaches, that take it in all its bearings there is no better agricultural country out door than this valley. With an agricultural history of about twelve years, as a whole, there has been during this time, no failure of crops, and every year has added to the surplus of wheat marketed, in direct proportion to the new areas brought under cultivation. It is true that here and there have been sections and townships which lacked showers at opportune moments or on which Jack Frost pressed his foot a little more heavily than was comfortable, and it is even true, that these unfavorable conditions have been repeated to the loss of the same individuals, but still the statement is correct that the surplus marketed has increased in regular proportion each year.—*Pembina Pioneer*.

Montana.

BUTTE means to have a mineral palace next year and Bozeman is talking about an oats palace.

THERE were 1,110 cars of stock loaded on the Yellowstone division of the N. P. R. R. during the month of September.

BOZEMAN has just completed a fine large hotel, an opera house and city hall combined and an Episcopal church which is the handsomest church edifice in Montana.

THE Helena Journal Publishing Company have just completed a fine two-story building and added to their mechanical department a Goss perfecting press at a cost of \$10,000.

GROWTH OF CASTLE.—A correspondent of the Helena Independent writes: The first mining location in this now famous district was Blue Bell, situated near Camp Robinson, made by Postmaster H. H. Barnes in 1884. The first house in Castle was built in June of the present year. The camp, it is now claimed, has a population of 1,500 working people, and is receiving daily accessions. The rapidity of its development is almost phenomenal. Besides the large representation of ordinary business enterprises and adventures peculiar to mining towns, there seems already in healthful growth a social, religious and educational sentiment altogether unusual and very extraordinary. Very few, if any, of the mining

camps of the country of its population can muster so liberal an array of college graduates and men of education as Castle. The topographic conformation of the Castle range presents many features of interest and peculiar beauty, not the least of which are the castellated stupendous rocky upheavals which, like lines of ancient fortifications, crown the crests of the mountains. The remarkable resemblance in geological structure and character of these ores to those of Leadville, Col., has impressed the most expert miners at Castle that a second Leadville is about to be built here.

According to the Missoulian, the Northern Pacific has lately surveyed a line running from the new Cœur d'Alene short line at the mouth of the St. Regis to a point on the main line of the Northern Pacific between Thompson Falls and Horse Plains. The branch will be thirty-two miles in length and will follow the Missoula River all the way to its terminal on the main line. There are minerals and timber enough in it to warrant its construction independent of its use for heavy freight trains, to avoid the high grade on the old line through the Corlackan Defile.

TO-DAY the first through train over the Great Falls & Canada Railroad will start from Lethbridge loaded with coal for the Montana markets. The opening of this road is of more than ordinary importance to Great Falls. Traversing, as it does, a great stock region and which promises to become an agricultural region, it will be the means of adding to our already large shipments and the rapid development of a section of country as large and fertile as the State of Ohio. North of the line the country is also fair and will be made fruitful. The road will carry to the Great Falls smelters the ores from the mines of the Sweet Grass Hills. These mines have already yielded some very rich ore and with development may show a mineral region second to none in Montana. The Lethbridge coal fields will furnish abundant freight to keep the road busy, and with the added competition will give the people good coal at a reasonable rate, while at the same time removing the danger of a coal famine. The intercourse will give the people better opportunities for becoming acquainted and exchanging commodities. This will result in an increased volume of business for both countries, and prosperity will thereby be augmented. Commenced about June 15th, it is completed Oct. 3d—over two hundred miles of grading and track laying done in about 108 days.—*Great Falls Tribune*.

Idaho.

The Idaho Citizen of a recent date dwells at some length on the rich discoveries of ore being found almost daily in the Seven Devils country. Among other things it says: "The great copper camp is being talked of more and more every day, and the excitement is growing more intense with the arrival of every party of capitalists, and with every day there comes a new outfit, who have in many instances come thousands of miles to see the great and wonderful Seven Devils. Although the reports that are being circulated appear almost fabulous to those who have never visited the mines, yet one visit, however, is all that is ever required to convince the most doubtful of the truth of all reports."



THE NEW HOTEL AT TACOMA NOW BEING ERECTED BY THE TACOMA LAND CO.

Washington.

The Spokane Falls exposition was a gratifying success.

The Northern Pacific Beneficial Association is going to build a hospital at Tacoma.

Trains are running regularly on the Port Townsend & Southern Railroad from Port Townsend to Crocker's Lake, five miles from Port Discovery.

Over 100 car loads of watermelons have been shipped from Yakima this season. The shippers claim that the cars will average 1400 melons each, which would give an aggregate of 140,000 melons. If these melons were strung out lengthwise, they would extend from North Yakima to Ellensburg, thence up and through Cle Elum to the Roslyn coal mines.

A company will build an electric motor railway from Gibraltar to Sedro, and another the full length of Whidby Island, with steam ferry across the bay of Gibraltar.

A party of prospectors claim to have found a pass north of the Snoqualmie which can be crossed by a railroad without a tunnel. They are trying to sell their information to the Great Northern Railroad.

Wheat sells for fifty-two cents per bushel sacked at Colfax. It is estimated that 12,000,000 bushels were grown in Whitman County this year, and that it will require four ordinary trains daily during the entire year to move the crop. Its value is over \$6,000,000.

The first solid train of Washington hops left Puyallup, one day last month, for Baltimore, to be shipped thence to London. It consisted of 25 cars, each carrying about 15,000 pounds, making a total of 380 tons. At an average of 20 cents per pound the train is worth \$72,000.

Just now the Palouse country has ample reason for rejoicing and being glad. No such crop has been harvested for years. So far, not a murmur has been heard among the farmers that the yield does not reach their expectations. Many a farmer who put the average of his crop at thirty bushels per acre is surprised to find it threshes from thirty-five to forty bushels — *Oakesdale Sun*.

A valuable discovery of iron sand has been made at Puget City. While boring wells the workmen struck a vein of sand twenty-eight feet deep and running across the entire townsite. An assay shows the sand to contain 65 per cent. of iron of the same quality from which Bessemer steel is made and similar to the ore found in Birmingham, Ala., which is now so extensively worked by English and American syndicates. A sample of the ore was sent to the Spokane exposition.

The town of Fairhaven makes a remarkable showing for little more than one year's growth. The census of June 1st gave it 4,273 people; the assessor's valuation was a fraction less than \$8,000,000, while the real value of the property created in one year was found to be a round \$20,000,000. During the first year three lines of railroad, aggregating nearly 100 miles, were built by local capital at a cost of \$2,000,000, without floating a dollar's worth of bonds or incurring any debt. Ten miles of streets were graded and planked at a cost of over \$500,000. Electric lights, gas, waterworks, paid fire departments, model churches, schools and other public improvements were made, costing altogether \$1,000,000; and the marvelous part of it is that Fairhaven has no debt, bonded or otherwise, and has \$20,000 in the treasury. The present population is not far from 6,000.

Manitoba.

In Brandon they have been experimenting on 123 varieties of wheat, 83 of oats, 65 of barley, 35 of corn, 24 of cultivated grasses, 25 of native grasses, 100 varieties of potatoes, many of them grown there, 9 of peas, 22 of beans, besides many varieties of vegetables, field and garden. They had thirty varieties of Ontario flowers growing finely last season.

Winter Sports.

Sometimes we are inclined to envy our Southern neighbors who enjoy tropical seasons because they are strangers to the rigors of an old fashioned winter. At the same time they envy us because we have winter and invigorating sport, while they have a disagreeable rainy season during which they remain indoors. Of the delights of coasting, tobogganing, sleighing, snowshoeing and the other joys of our winter which we make a carnival of sport they know nothing. Minnesota, winter notwithstanding, is a grand State, the home of health and the birthplace of enjoyment. Just take the St. Paul & Duluth Railroad—the Duluth Short Line—which is the popular route between the Twin Cities and the Great Lakes, running finely equipped trains between St. Paul, Minneapolis, Duluth and West Superior and making close connections at all points. Geo. W. Bull, General Passenger Agent, or Geo. C. Gilfillan, Ass't G. P. A., St. Paul, Minn.

BACK WHERE THEY USED TO BE.

Pap's got his patent right, and is rich as all creation;
But where's the peace and comfort that we all had before?

Let's go visitin' back to Griggsby Station—
Back where we used to be so happy and so pore!

The likes of a livin' here! It's just a mortal pity
To see us in this great, big house, with carpets on the stairs,

And the pump right in the kitchen; and the city! city!
city!—

And nothing but the city all around us everywhere!

Climb clean above the roof and look out from the steeple,
And never see a robin, nor a beech or elum tree!
And right here, in earshot of at least a thousand' people,
And none that neighbors with us or we want to go and see!

Let's go a visitin' back to Griggsby Station—
Back where the latch string's a hangin' from the door,
And every neighbor 'round the place is dear as a relation—
Back where we used to be so happy and so pore!

I want to see the Wiggeness—the whole kit and billin'
A drivin' up from Shallow Ford, to stay the Sunday through,
And I want to see 'em hitchin' at their son-in-law's and pilin'
Out there at Lizy Ellen's like they used to do!

I want to see the piece quilts that Jones' girl is makin'
And I want to pester Laury 'bout their freckled hired hand,
And joke about the widower she come purt' nigh a-takin'
Till her pap got his pension 'lowed in time to save his land.

Let's go a visitin' back to Griggsby Station—
Back where's nothin' aggravatin' any more,
She's away safe in the woods around the old location—
Back where we used to be so happy and so pore!

I want to see Merindy and help her with her sewin'
And hear her talk so lovin' of her man that's dead and gone,
And stand up with Emanuel, to show me how he's growin'
And smile as I have seen her 'fore she put her mournin' on.

And I want to see the Samples, on the old lower Eighty,
Where John, our oldest boy, he was took and buried—for His own sake and Katy's—and I want to cry with Katy,
As she reads all his letters over, writ from the war.

What's in all this grand life and high situation,
And nary pink or hollyhock bloom'in' at the door?
Let's go a visitin' back to Griggsby Station—
Back where we used to be so happy and so pore.

JAMES WHITCOMB RILEY.

HELENA.

From out the golden gulch the city rose,
A jewelled queen, and raised her palaces
In the cool air of bright celestial seas
Of mountains gleaming with eternal snows.
Around her bloomed the evergreen plateau,
The red rock rose fields of the old moraines,
And buttes of violets, while afar the plains
Outstretched, sun-covered, in divine repose.
Then to the nuptial altar of the States
She led the giant of the empire vast,
And 'mid the dowers of destinies and fat
She closed the centuries of the war-plumed past,
And now with larger grace than cities old
Her liberal hand uncials its easy gold!
—Hezekiah Butterworth in *Youth's Companion*.

Keep Out of Debt.

We occasionally hear it said of some millionaire, that he is "independently" rich. But if he is engaged in business or heavily interested in railroad, mining or banking stocks, he may be rich, but by no means "independently" so, for a continuance of his prosperity depends very much on the good will and patronage of the public. The man who is really "independent" is the farmer who is out of debt, with something ahead. Some one is always ready to give him the market price for all he has to sell, no matter whether he is popular and agreeable or not. While the merchant must trust people for odds or lose trade, the farmer may demand, and receive, the hard cash for every bushel of grain and every animal he sells. Many farmers in the Northwest are in that happy condition and we would offer them only two pieces of advice, which if followed will enable them always to be happy and independent. One is: "Keep out of debt." The other is: "Always travel by 'The Burlington.'" The best line, the fastest line, the most comfortable line—always takes care of you. Apply to any agent of "The Burlington," to your nearest railroad agent, or to W. J. C. Kenyon, Gen. Pass. Agent, C. B. & N. R. R., St. Paul, Minn., and you need take no further trouble about a journey.

FINANCIAL.

PRICES OF LEADING NORTHWESTERN STOCKS.

	Bid.	Asked.
Northern Pacific, common.....	29 1/2	29
" " preferred.....	74 1/2	74 1/2
" " 1st Mortgage Bonds.....	116 1/2	116 1/2
" " 2d " " " "	111	112
" " 3d " " " "	109 1/2	110
" " Missouri Div. " "	102	—
" " P. d'Oreille " "	102	—
St. Paul & Duluth, common.....	25	30
" " preferred.....	90	95
" " 1st bonds.....	112	—
North American Co.	34 1/2	34 1/2
" " 6's 1923	107 1/2	108
Oregon Railway & Navigation	94 1/2	95
" " 1st bonds.....	108 1/2	109
" " Cons Mtgs 5%	—	98 1/2
St. Paul & Northern Pacific 1st's.....	120	122 1/2
Northern Pacific Terminals.....	108 1/2	—
Oregon Improvement Co.	34	37
" " 1st bonds.....	102 1/2	103
James River Valley 1st's.....	104	—
Spokane & Palouse 1st's	100	—
Chicago, St. P., Mpls & Omaha, com.	27	28 1/2
" " preferred.....	83 1/2	87
Chicago & Northwestern, common.....	108 1/2	108 1/2
" " preferred.....	128	140
Chicago, Milwaukee & St. Paul, com.	59 1/2	59 1/2
" " preferred.....	109 1/2	109 1/2
Milwaukee, Lake S. & Western, com.	95	97
" " preferred.....	113	114 1/2
Minneapolis & St. Louis, common.....	54 1/2	56 1/2
" " preferred.....	13	14 1/2
St. Paul, Minneapolis & Manitoba	105	106 1/2

NORTHERN PACIFIC LAND SALES.

According to the report of Land Commissioner Lamborn of the Northern Pacific there were sold by his department during the year 393,110 acres of land for \$1,870,050; town lot sales netted \$398,937, and timber sales, coal royalties, etc., \$109,261, making the total receipts of the department \$2,378,227. Divided according to the states the land sales were:

	Acres.	Amount.
Minnesota.....	48,896	\$141,512
North Dakota.....	85,049	344,905
Montana.....	93,124	236,612
Idaho.....	4,697	38,002
Washington.....	208,059	1,327,267
Oregon.....	3,596	7,191

The total number of purchasers was 2,089, and the average number of acres sold a little over 133. The average price per acre was \$4.77, as against \$3.11 the year before.



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C. H. BIGELOW, Vice-Pres't. GEO. C. POWER, Ass't Cash'r.

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Surplus and Undivided Profits, \$600,000

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John L. Merriam, W. R. Merriam, B. Beaupre,
M. Auerbach, A. B. Stickney, C. H. Bigelow,
J. W. Bishop, D. R. Noyes,

ALBERT SCHEFFER, President.
E. A. HENDRICKSON, Vice-President.
HERMANN SCHEFFER, Cashier.
O. T. ROBERTS, Assistant Cashier.

THE COMMERCIAL NATIONAL BANK, ST. PAUL, MINN.

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Surplus and Undivided Profits, 50,000.

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Grand Forks National Bank, OF GRAND FORKS, NORTH DAKOTA.

Authorized Capital, \$100,000.
Paid up Capital, \$60,000.

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LESLIE A. SIMPSON, Attorney and Counselor at Law, Dickinson, N. Dakota.

Attorney for R. G. Dun & Co.'s Commercial Agency.
References, Stark Co. Bank, Dickinson, N. D.

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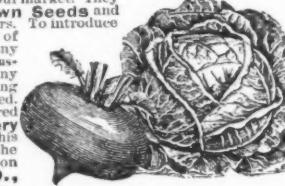
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Look at the following evidences of its growth: Population in 1880, 720. Population (Census, 1890) 40,165.

Assessed value of property in 1880	\$517,927	Money spent by N. P. R. R. Co. on Terminal Improvements in 1887	\$250,000
Assessed value of property in 1888	\$5,000,000	Money spent by N. P. R. R. Co. on Terminal Improvements in 1888	\$506,000
Assessed value of property in 1889	\$20,000,000	Money spent by N. P. R. R. Co. on Terminal Improvements in 1889	\$750,000
Real Estate Transfers for 1885	\$667,000	Coal shipped in 1882	(Tons) 56,300
Real Estate Transfers for 1888	\$8,855,598	Coal shipped in 1889	(Tons) 180,940
Real Estate Transfers for 1889	\$15,000,000	Crop of Hops in 1881	(Bales) 6,098
Banks in 1880	1	Crop of Hops in 1889	(Bales) 40,000
Banks Jan. 1st, 1890	10	Lumber exported in 1889	(Feet) 107,326,280
Bank Clearances for 1889	\$25,000,000	Wheat shipped in 1889	(Bushels) 1,457,478
Wholesale business for 1889	\$9,000,000	Private Schools in 1889	4
Value of manufacturing products for 1889	\$6,000,000	Public Schools in 1880	2
Money spent in Building Improvements in 1887	\$1,000,000	Public Schools in 1889	9
Money spent in Building Improvements in 1888	\$2,148,572	Value of Public School Property, 1889	\$264,480
Money spent in Building Improvements in 1889	\$5,821,195	Value of Private School Property, 1889	250,000
Money spent in Street Improvements in 1887	\$90,000	Regular Steamers in 1880	6
Money spent in Street Improvements in 1888	\$263,200	Regular Steamers in 1889	67
Money spent in Street Improvements in 1889, over	\$700,000		

TACOMA is the only natural outlet for the grain crop of the Inland Empire, as Eastern Washington and Oregon is aptly termed, and it costs from \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.

TACOMA now stands pre-eminent as the future great Metropolis of Puget Sound, and is the best location for Manufacturers for supplying both Inland and Water Trade. Full printed and written information will be furnished on application to

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The Northern Pacific Railroad Company has a large quantity of very productive and desirable

AGRICULTURAL AND GRAZING LANDS

for sale at LOW RATES and on EASY TERMS. These lands are located along the line in the States traversed by the Northern Pacific Railroad as follows:

In Minnesota,	Upwards of 1,450,000 Acres
In North Dakota,	" 6,700,000 Acres
In Montana,	" 17,600,000 Acres
In Northern Idaho,	" 1,750,000 Acres
In Washington and Oregon,	" 9,750,000 Acres

AGGREGATING OVER
37,000,000 Acres.

These lands are for sale at the LOWEST PRICES ever offered by any railroad company, ranging chiefly
FROM \$1.25 TO \$6 PER ACRE

For the best Wheat Lands, the best diversified Farming Lands, and the best Grazing Lands now open for settlement. In addition to the millions of acres of low priced lands for sale by the Northern Pacific R. R. Co., on easy terms, there is still a larger amount of Government lands lying in alternate sections with the railroad lands, open for entry, free, to settlers, under the Homestead, Pre-emption and Tree Culture laws.

TERMS OF SALE OF NORTHERN PACIFIC R. R. LANDS.

Agricultural land of the company east of the Missouri River, in Minnesota and North Dakota, are sold chiefly at from \$4 to \$6 per acre, Grazing lands at from \$3 to \$4 per acre, and the preferred stock of the company will be received at par in payment. When lands are purchased on five years' time, one-sixth stock or cash is required at time of purchase, and the balance in five equal annual payments in stock or cash, with interest at 7 per cent. The price of agricultural lands in North Dakota west of the Missouri River, ranges chiefly from \$3 to \$3.50 per acre, and grazing lands from \$1.25 to \$2.50 per acre. In Montana the price ranges chiefly from \$3 to \$6 per acre for agricultural land, and from \$1.25 to \$2.50 per acre for grazing lands. If purchased on five years' time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent. per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.50 to \$6 per acre. If purchased on five years' time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each of next four years. Interest at 7 per cent. per annum.

On Ten Years' Time.—Actual settlers can purchase not to exceed 320 acres of agricultural land in Minnesota, North Dakota, Montana, Idaho, Washington and Oregon on ten years' time at 7 per cent. interest, one-tenth cash at time of purchase and balance in nine equal annual payments, beginning at the end of the second year. At the end of the first year the interest only is required to be paid. Purchasers on the ten-years' credit plan are required to settle on the land purchased and to cultivate and improve the same.

For prices of lands and town lots in Minnesota, North Dakota and Montana, Eastern Land district of the Northern Pacific Railroad, apply to

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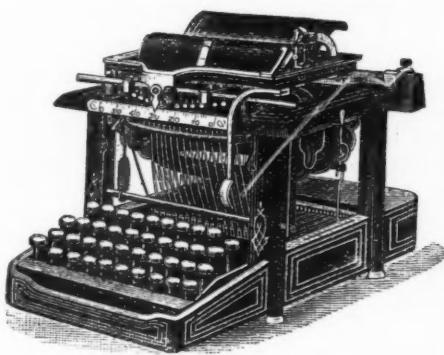


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CURRENT ANECDOTES.

AN UNJUST SUSPICION.

Country Grocer (severely)—"Anything you want to buy this mornin'?"

Customer (who has been munching crackers and cutting off cheese for the last five minutes severely)—"They is, yes; I want one-dozen close pins; how much'll they be?"

Grocer—"Four cents."

Customer (laying down a nickel and reaching for another cracker)—"Take it out o' that; that's good money, isn't it?" [akes change and goes out.]

Old man by the stove—"Bill likes your crackers 'n' cheese pretty well, don't he, Mr. Letlive?"

Grocer—"S'long 's he buys something, it's all right. I didn't think he was goin' to buy nothin'."—Wasp.

A VERY PERTINENT QUESTION.

At one time Wendell Phillips was in a railway car in which were a number of ministers returning from a convention. Among the number was a man with a loud, strident voice, who was loudly declaiming against the abolitionists and especially against Mr. Phillips. He was talking at every one in the car, and finally shouted that he understood that Mr. Phillips was on board. Calling the conductor, he asked him to point out Mr. Phillips. The conductor indicated the orator, who had been a quiet and interested listener.

The little man with the voice strode up the aisle to a disrespectful distance, and after striking an attitude, the following colloquy took place:

"So you are Wendell Phillips?"

"I am, sir," replied the orator, quietly.

"Then why don't you go South and preach your doctrine there?" shouted the little minister.

"At that time (exclaimed Mr. Purvis in relating the incident) any abolitionist would have been lynched in the South."

Replying to the clergyman, Mr. Phillips asked:

"You are a minister of the gospel?"

"I am, sir."

"Your mission is to save souls from hell?"

"It is, sir."

"Then why don't you go there, sir?"—Philadelphia Press.

HOW IT WAS GAINED.

Those of our readers who are in the habit of keeping a cash account will thank us for putting them on their guard by printing the subjoined story, told by a London paper:

A Scotch tradesman who had amassed, as he believed, four thousand pounds, or twenty thousand dollars, was surprised by his old clerk with a balance sheet showing his fortune to be six thousand pounds. "It canna be," said the principal; "count agen."

The clerk did count again, and again declared the balance to be six thousand. The master counted himself, and he also brought out the same result. Time after time he cast up the columns—it was still a six, and not a four, that rewarded his labors.

So the old merchant, on the strength of his good fortune, modernized his house, and put money in the purse of the carpenter, the painter, and the upholsterer. Still, however, he had a lurking doubt of the existence of the extra two thousand pounds; so, one winter night, he sat down to give the columns "one count more."

At the close of his task he jumped up as though he had been galvanized, and rushed through the streets in a shower of rain, to the house of the clerk. The clerk's head, capped and drowsy, emerged from an attic window, at the sound of the knocker, to inquire the errand of his midnight visitor. "Who's there?" he mumbled, and what d'ye want?"

"It's me, ye scoundrel!" exclaimed his employer; "ye've added up the year of our Lord among the pounds."

THE NERVIEST MAN IN THE BUILDING.

"Do you see that man there in the laundry?" asked the guard of a visitor whom he was showing through the penitentiary a few days since. "Well, sir, that man is no doubt the nerviest man inside of these walls."

Visitor (interested)—"Indeed!"

Guard—"Yes, sir: no doubt of it. Now we have a man in here who faced the shot and shell from the musket and mortar on the field of Shiloh and never flinched, even after receiving two painful gun shot wounds. We have another who had a gang of outlaws on the plains for years and perhaps killed more men than any other man now alive. He wasn't afraid of man or beast. We have still another man here who, with one pal, held up an express train and robbed over fifty passengers, and was as cool about it as if he had been passing the contribution box at church; but that man yonder beats them all for nerve."

"Visitor (very much interested)—"You don't say! And may I ask what he was sentenced for?"

Guard—"Certainly, sir. He was received here last Winter on a three-year's sentence for bigamy. That man had six living wives. Oh I tell you he's got nerve."

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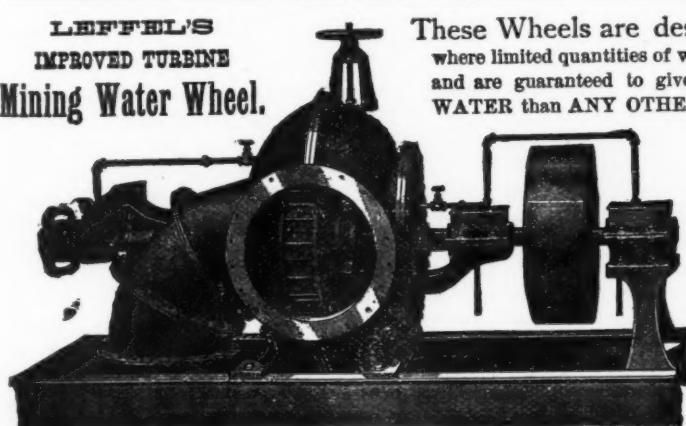
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raising in this valley will be one of the chief industries, that extensive fields will be planted, and more care taken in the cultivation of the same, and thus, by paying proper attention to this industry, the farmers will be able to reap large returns for their labor.—*Lynden, Wash., Pioneer Press.*

Mount Ranier may put another feather in her cap on account of the news just received from recent Alaska explorers, who report that instead of Mount St. Elias being 19,500 feet in height, it is not near the height of Mount Rainier. The exact distance from foot to summit is unknown,

but enough has been found out by the explorers to prove that our mountain is the peer of any in the Northwest.—*Seattle Press.*

Few people who live at a distance from the great lakes have an adequate conception of the magnitude of lake commerce. It will surprise them, perhaps, to learn that during 234 days of navigation last year, tonnage passed through the Detroit River to the amount of 10,000,000 tons more than the entries and clearances of all the seaports in the United States, and 3,000,000 tons more than the combined foreign and coastwise shipping of Liverpool and London.

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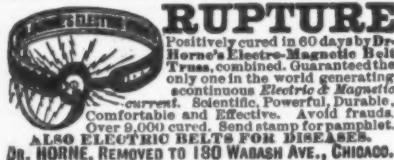
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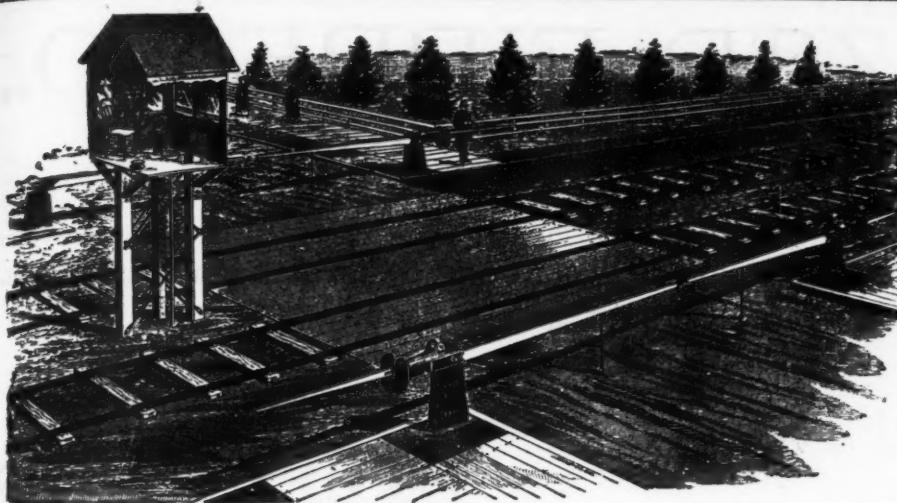
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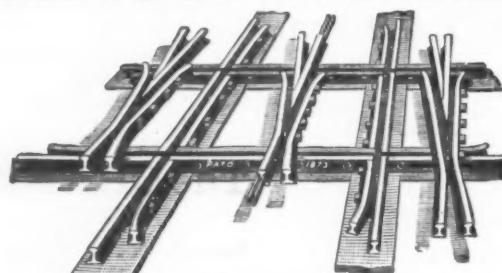
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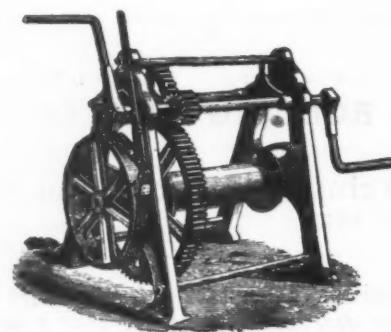
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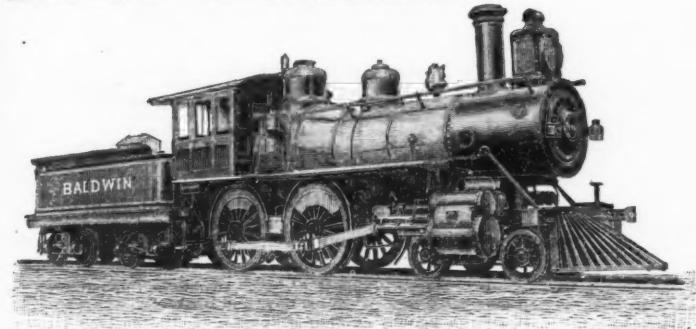
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Tramp—"Tain't quite strong enough, ma'am. I wish you would wash a few more dishes in it."**

Lady of the House (sharply)—"No, sir, I don't need no soaps."

Peddler (suavely opening another valise)—"Elements of grammar, ma'am? Only fifteen cents."

"Mr. Smith," called the chairman, "you are out of order."

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"Cyrus, I want you to go down town with me. I want to pick out a new necktie for you." "Have we time enough before the shop closes, Emily?" replied the capitalist, consulting his watch. "Yes, if we hurry. It's only a little after one o'clock." "All right, my dear. Go and get ready. I've got to step around the corner and buy a railroad. I'll be back in ten minutes."

**Father—"Clara, what game was that you were playing when I looked in the parlor last night?"
Clara—"Hide and Seek."
Father—"What was the kissing for?"
Clara—"Oh, that was the duty on the hides."**

Rev. Mr. Extempore—"My hearers, I shall have to ask your indulgence for a few minutes. I forgot my manuscript, and have sent my little boy for it."

His son, mounting pulpit (in loud tone): "Mamma couldn't find the writin', but here's the book you copied it from."

When the rich man worketh the poor man saith he ought to be ashamed of himself for that he crowdeth the poor man out of a job. When the rich man worketh not, the poor man saith he ought to be ashamed of himself for that he consumeth while he produceth not. Verily, the lot of the rich man, though it be worth \$1,000 a foot front, is hard.

Miss Godolphin—"Now, what would be your terms, Mr. James, for giving me a course of, say, a dozen lessons in painting?" James: "Well, frankly, Miss Godolphin, I'm afraid it's too late in life for you to begin to start a career of art, that is, if you wish to take it up seriously." Miss Godolphin: "Oh, but I don't! I only want to learn enough to be able to teach."



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Boy—"Fifteen cents worth of molasses."

Grocer (after he has drawn the molasses)—"Where's your money?"

Boy—"It's in the pitcher."

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"Did your wife listen to your excuse for staying out so late last night?"

"Oh, yes; she listened to me, and then—"

"Then what?"

"I listened to her—for five hours."

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"Mamma, I know the gentleman's name that called to see Aunt Ellie last night, and nobody told me either."

"Well, then, what is it Bobby?"

"Why, George Dont. I heard her say George, don't, in the parlor four or five times hand running. That's what his name is."

She (to husband)—"I could have married either Whipper or Snapper if I'd wanted to, and both of those men whom I refused have since got rich, while you are still as poor as a church mouse."

He—"Of course. But I have been supporting you all these years. They havn't."

Mrs. Figg—"Did you ever notice how Deacon Pottsby always begins his prayer, with 'Father, thou knowest better than we'?"

Mr. Figg (who goes to church merely to please his wife): "Yes, he thinks he is flattering the Lord by admitting that he knows more than himself."

NOTHING SERIOUS.—Cabman (to a woman passenger, who had just alighted): "What's the matter, madam? Are you going to have a fit? Perhaps I'd better ring for the patrol wagon." Woman Passenger: "Nonsense, man. There is nothing the matter with me. I'm just looking for the pocket of my dress."

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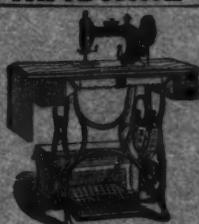
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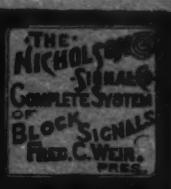
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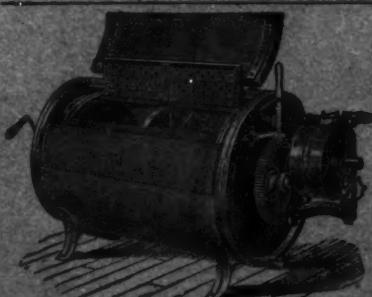
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